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Only Controlled Quality Fiber
is used in making this Rope

NO other section of the world offers the fine manila fibers that we get from the Philippine Islands. Here in the heart of Mindanao, we have our own resident buyers. These experts know rope and they select only the proper grade of fibre for every Columbian Rope and Twine Product.

Ours is the only cordage mill that has its own buyers, warehouses and packing establishments in the far-off Philippines. We do not depend on outside sources to supply us with fibre. It stands to reason that Columbian Rope must be better.

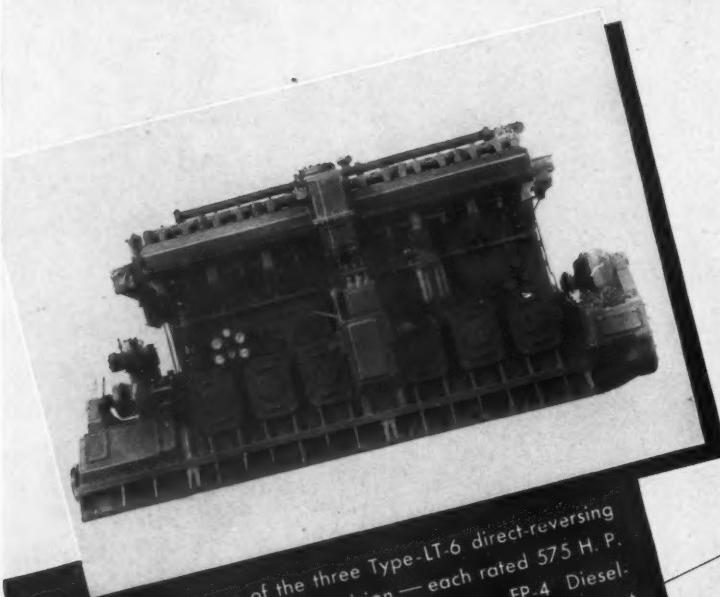
COLUMBIAN ROPE COMPANY
362-90 Genesee Street
AUBURN, "The Cordage City," N. Y.

COLUMBIAN TAPE MARKED PURE MANILA ROPE

Boston Office and Warehouse

38 Commercial Wharf

GENERAL SEAFOODS GETS SIX MORE COOPER-BESSEMER



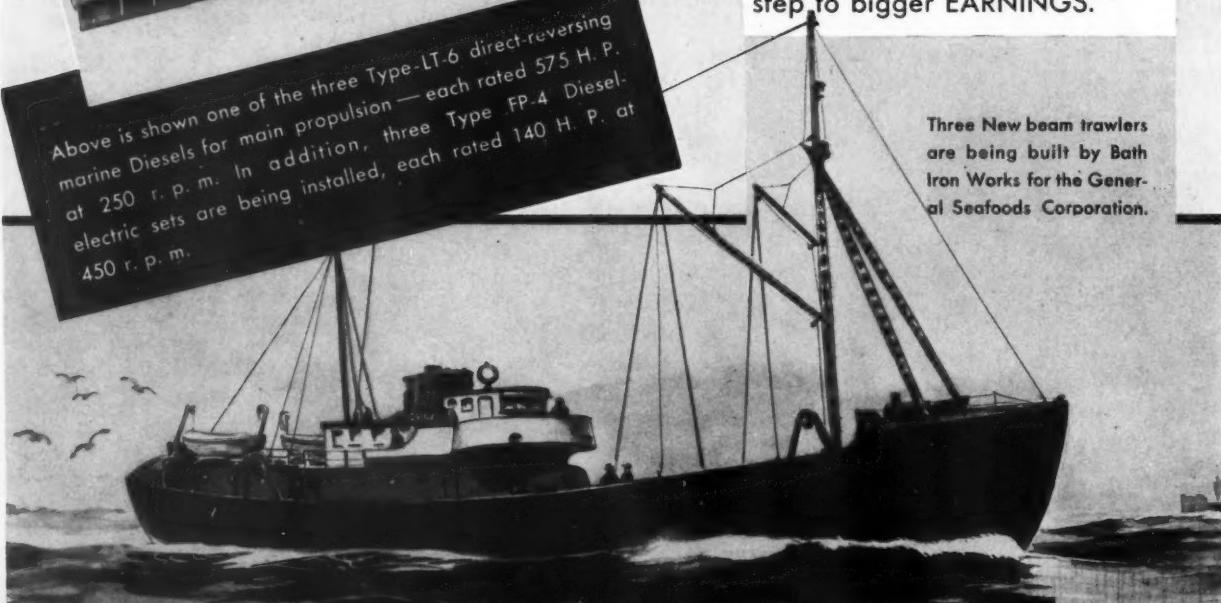
Above is shown one of the three Type-LT-6 direct-reversing marine Diesels for main propulsion — each rated 575 H. P. at 250 r. p. m. In addition, three Type FP-4 Diesel-electric sets are being installed, each rated 140 H. P. at 450 r. p. m.

*Modern TRAWLERS NEED
modern ENGINES*

You have a much better chance for profitable operation when your power is *modern*. That's the way General Seafoods (and scores of others) looks at this business of fishing.

Type LT is just *one* of the modern Cooper-Bessemer Diesels that will give you convenient, reliable, economical operation. Put in a Cooper-Bessemer. That's the first step to bigger EARNINGS.

Three New beam trawlers are being built by Bath Iron Works for the General Seafoods Corporation.



THE COOPER-BESSEMER CORPORATION

25 West 43rd St.
New York City

Mills Bldg.
Washington, D. C.

Hoffar's Limited.
Vancouver, B. C.

S. Duncan St.
Gloucester, Mass.

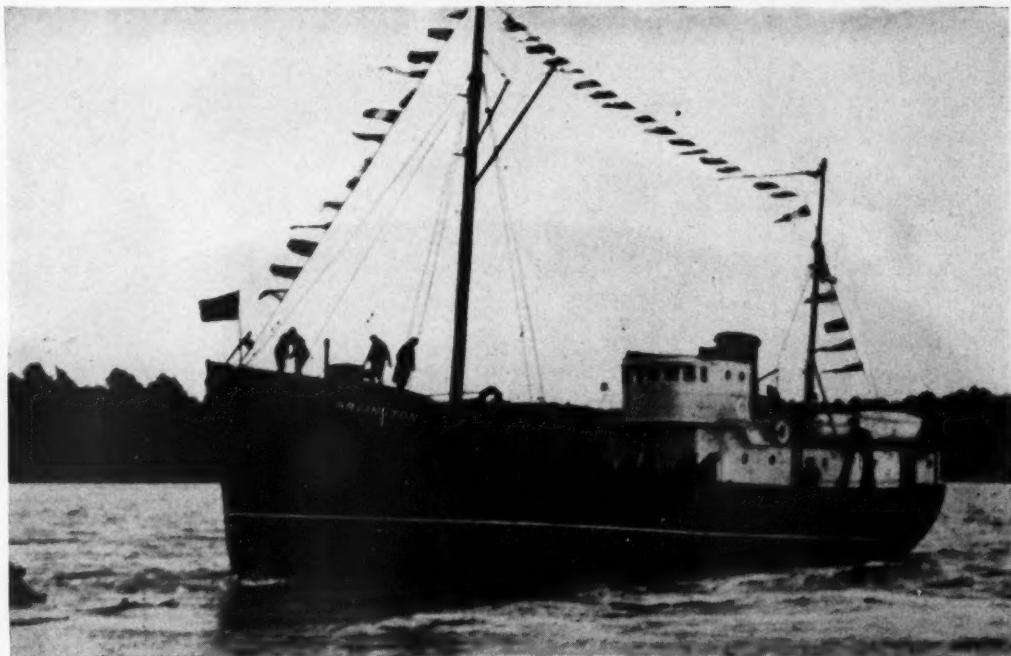
Epsilon Bldg.
Houston, Texas

640 E. 6th St.
Los Angeles, Calif.

The Pacific Marine Supply Co.
Seattle, Washington

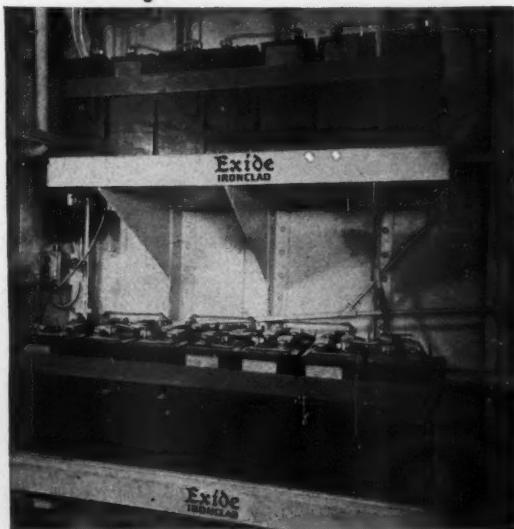
Mt. Vernon, Ohio — PLANTS — Grove City, Pa.

Another trawler enters service equipped with



Trawler *Arlington*, owned
by Irving Usen and built
by Bath Iron Works Corp.

EXIDE-IRONCLAD MARINE BATTERY



THE new Diesel trawler "Arlington," recently launched, includes among its modern equipment an Exide-Ironclad Marine Battery.

The 56-cell battery in this vessel is used with the Exide Marine Floating Battery System, and is floated on the line that carries the water and oil pumps, circulating water pumps, motor-generator set for wireless room, fish hoists, general lighting and other electrical auxiliaries.

The decided preference shown for Exide by builders and owners of so many fishing craft is based on their own long experience with the dependability, long life and economy of Exide Marine Batteries.

The new Exide line of *genuine marine type and quality* includes 6 and 12 volt Exides as well as 32 and 115 volt batteries, both Exide and Exide-Ironclad. Play safe and save money with Exide. See your marine dealer, or write to:

THE ELECTRIC STORAGE BATTERY CO., Philadelphia
The World's Largest Manufacturers of Storage Batteries for Every Purpose
Exide Batteries of Canada, Limited, Toronto

**Forty-Five Years of Experience in building Marine Engines
are incorporated in the latest type**

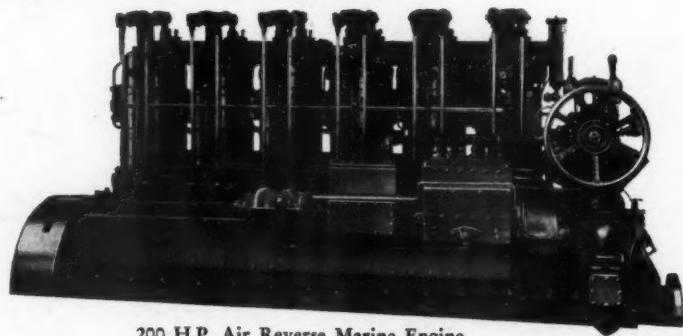
WOLVERINE-DIESEL

It is unexcelled in performance and has no equal in simplicity and trouble-free operation.

The fuel injection system is of the low-pressure non-clogging type, needing practically no attention over years of service. A single-hole nozzle is used.

Ignition is unfailing at all loads and speeds. The control is perfect. Fuel is thoroughly atomized and enters the combustion chamber as a gas.

No liquid fuel can enter the lubricating system; hence perfect lubrication under pressure with clean oil is positively assured.



200 H.P. Air Reverse Marine Engine

The open type construction with separate cylinders makes supervision and attendance easy and replacements cheap.

— Sizes of 25 to 200 H.P. at low Speeds —

Both Two-Cycle and Four-Cycle Models are available.

Direct Factory-Service is rendered at any time, thus avoiding costly lay-ups.

WOLVERINE MOTOR WORKS, Inc.

Catalogue No. 135 Upon Request

Foot of Union Avenue, BRIDGEPORT, CONN.



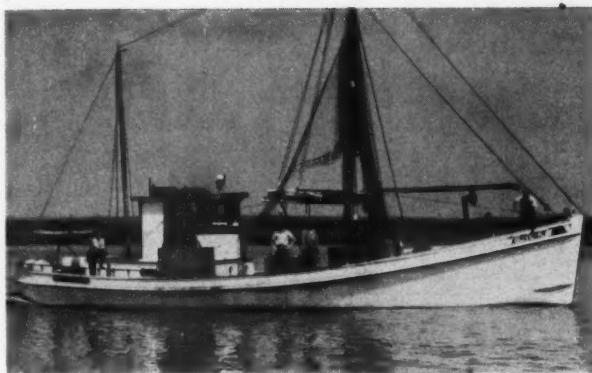
COPPERTAN Linen Gill Netting on Gloucester Wharf

Manufactured by

NATIONAL NET & TWINE DIVISION
BOSTON, MASS.

COPPERTAN NETTING LASTS LONGER!

Good Trip or "Broker" depends on Engine Power - Says



Capt. G. W. Mills of Seaford, Va., skipper and owner of the "OLIVE M", a 63 ft. dragger fishing out of Norfolk, says: "Atlas Diesel engines for me, and I'll tell you why.

"I have been fishing in these waters for a great many years and certainly know what it means to have a dependable engine to get out to the fishing grounds and back to market in time to sell my trip at a good price.

"Six years ago I installed a 70 H.P. Atlas in my boat the 'OLIVE M' and during that time I have never even had a bearing go loose to hold me up, and my engine is performing as good today as it did when I bought it. A good engine means the difference between a good trip and a 'broker.' Atlas for mine."

Dependable and economical power is imperative in a fishing boat. When there's engine trouble and the boat is tied up at the dock,—

*Captain
G.W.Mills
of
Seaford*



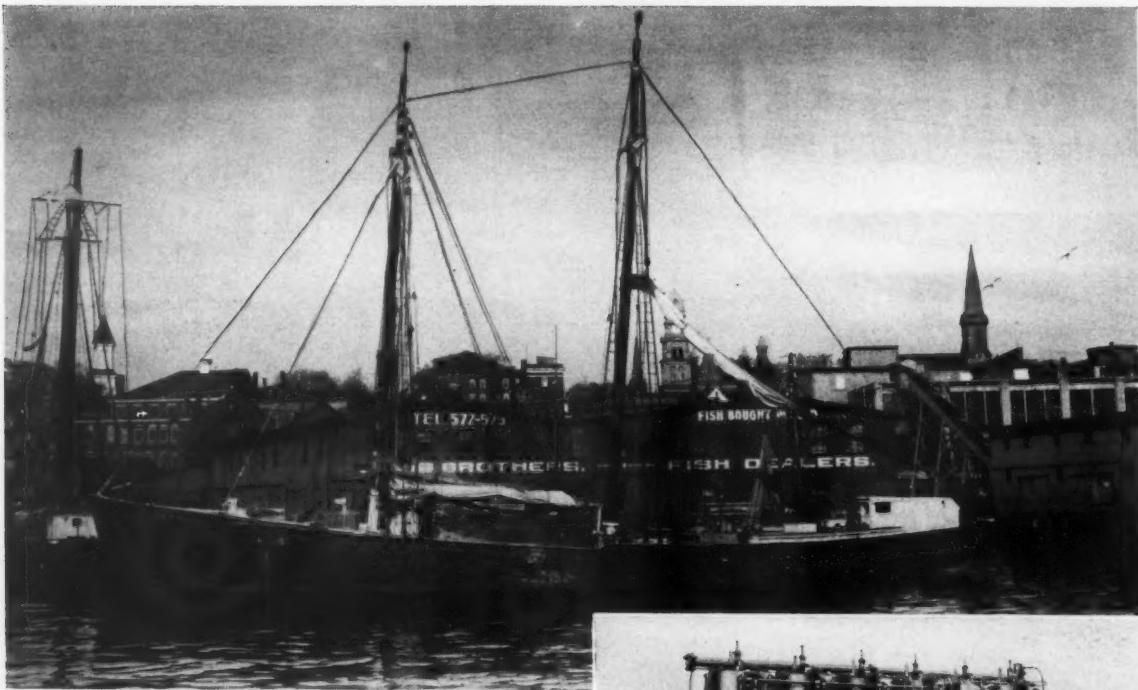
the skipper gets grumpy and the crew gets sour. It's the fisherman's equivalent of: "the bee that hangs around the hive gathers no honey."

Install a slow speed, heavy duty Atlas Diesel and you'll be sure to be out fishing when the run is on. No matter what size boat you own or contemplate building, we have a Diesel that will prove a money maker.

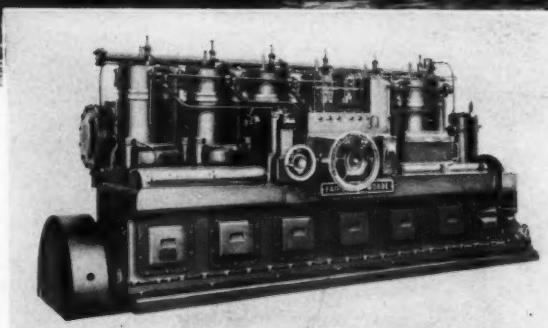
ATLAS IMPERIAL DIESEL ENGINE CO.
OAKLAND, CALIFORNIA — MATTOON, ILLINOIS
115 BROAD STREET,

NEW YORK

ATLAS IMPERIAL



The 124-ft. schooner "Dawn" and her 6-cylinder, direct reversible, 240 hp. Fairbanks-Morse Diesel, Model 35-E-10.



Schooner "Dawn" Goes Halibuting With New Fairbanks-Morse Diesel Engine

WHEN Roscoe H. Prior and Capt. Ben Pine purchased the 124-ft. schooner "Dawn," they were faced with the problem of selecting a new Diesel for her that would give her the ability to combat successfully the elements and hazards of the sea on her long trips to Labrador for halibut. Their subsequent choice of a 6-cylinder, 240 hp., Model 35-E-10 Fairbanks-Morse was due to the unquestioned ability of F-M Diesels to give their owners 100% satisfactory performance. The "Dawn" sailed from Gloucester on January 22, with the well-known Capt. Archie A. MacLeod and his picked crew looking forward to a good trip, on which the latest devices for successful fishing and, in the engine room, the smooth-running Fairbanks-Morse Diesel, are certain to play a vital part.

Fairbanks-Morse Diesels are DEPENDABLE: easily started, they don't quit until the stop order is given. And they're economical—not fuel hogs. Speed? You get full rated capacity delivered where you want it — at the propeller. Maneuverability? Ask any engineer who runs an F-M Diesel and he'll say, "She runs like a clock and responds like a flash."

F-M Diesels are built by a pioneer engine manufacturer—a Company that knows the needs of the marine field, and builds engines accordingly. The very finest materials, engineering practices, and workmanship go into every one. That goes, too, for all other F-M products—pumps, marine motors, generators and generating sets.

FAIRBANKS

DIESEL ENGINES • ELECTRIC MACHINERY
PUMPS • FAIRBANKS SCALES • RAILROAD
EQUIPMENT • FARM EQUIPMENT • HOME
APPLIANCES • HOUSEHOLD PRODUCTS • HEAT-
ING AND AIR CONDITIONING EQUIPMENT



MORSE Diesels

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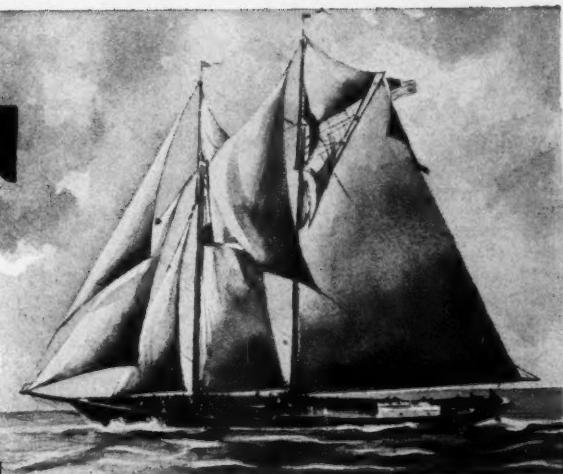
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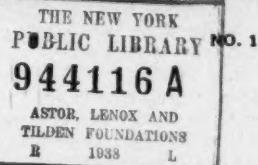
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Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



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New Profit Possibilities

IN any trade or profession, a certain amount of business must be done to meet the overhead and operating expenses before any profit is made. In the fishing industry, this amounts to a certain tonnage of fish caught and sold. Over and above that minimum amount, and only over that, does there exist an opportunity to make money.

That fact is self-evident. Not so clear, perhaps, is the chance to increase the profit of fishing vessel operation without involving an equal increase in costs of production. This opportunity involves the saving of waste fish now dumped overboard at sea because of little or no demand for these species.

It has been estimated that for every 100,000 pounds of edible fish brought to Boston Fish Pier, 50,000 additional pounds are discarded at sea. With vessel landings totalling well over 300,000,000 pounds a year, the wastage amounts to some 150,000,000 pounds by this fleet alone—a tremendous amount of fish, and one well worth some thought and study.

The Example Set by Redfish

If this waste fish were brought to port, a market for some of it could be developed as food, which would not only add to the vessels' revenue, but also relieve to some extent the drain on more popular varieties. Surely after the spectacular growth of the redfish industry—to cite the most outstanding recent example—no one will say dogmatically that markets cannot be developed for other species as well. Redfish had almost everything against it. The fish is small and bony. Only about 25 per cent recovery is obtained in the filleting operation. There is nothing to be had for the waste—at present, at least. Still, from a catch of 54,000 lbs. in 1919, the industry has skyrocketed, particularly in the past two years, to a take of 59,000,000 lbs. in the first 11 months of 1936.

Some fish, as is well known, could never be sold for food, no matter how fancy the name nor how attractively packaged. They are those that are too bony, too oily, too strongly flavored, or too scarce to permit the establishment of a steady market. These trash fish, however, can be converted into oil, meal and fertilizer.

Admitting that by-products plants in Boston and vicinity are not interested in certain types of fish waste and trash fish, still we foresee a more spirited demand in the future. Processing technique and equipment are undergoing almost constant improvement. Already there is on the market a new method of treating fish at sea which permits the operator to eliminate ice, and which results in firm fish being landed with

a consequent improved yield—in amount and quality—of the finished products.

So far as we can see, bringing in these trash fish would involve nothing more than a separate, watertight hold. Larger boats would not be necessary, as the holds of almost all of the trawlers and dragger now in operation are more than ample to bring in the edible fish caught.

Whether the fish were sold for food, or to waste reduction plants for conversion into by-products, little additional labor would be involved. The fish have been caught; they lie on the deck of the vessel; they represent potential revenue. It is almost as easy to put them in the hold as it is to shovel them over the rail. If the additional labor of unloading proved too great an item, why not develop a system of conveyors?

To those who may criticize as unsound this suggestion to make more use of waste fish, may we point out that one important branch of our industry, the menhaden business, is founded solely on the capture of that oily, bony, inedible fish, and its conversion into oil, meal and fertilizer. What is profitable for an entire branch of the business might well be profitable as a side line for the food fish branch.

Increased Utilization of Livers

Still other profit possibilities are staring us in the face. Livers, for example. At the present time, halibut livers are bringing 60 cents per pound; swordfish livers are selling for about \$1.00 per pound. A few years ago, neither kind was saved, and in view of the tremendous tonnage that was discarded in the past, an idea of the lost revenue is apparent. Science is studying the utilization of other fish organs; just recently it was found that an extract from the milt of steelhead trout is a valuable adjunct of insulin in treating diabetic patients. Other discoveries may reasonably be anticipated.

Other industries offer plenty of precedent for more intensive use of waste. In the steel industry, they discovered that the gases given off from the blast furnaces—originally wasted—could be trapped, purified, and sold. The ancient joke that the meat packers use everything but the squeal has been revised; the squeals are canned for orchestras specializing in swing music. An amazing story was recently told regarding the discovery of over 300 by-products of peanuts. Pectin from apple parings is another illustration.

The list is almost endless, and it points its own moral: that in the utilization of much that is now wasted lies new profit possibilities for the fishing industry.

Safety at Sea and How to Observe It

By R. Beattie, Engineer, Travelers Insurance Co.

THE work in any branch of the fishing industry is hard, and calls for the best of equipment in addition to skilled navigation and seamanship. Poor equipment is without doubt the cause of the majority of everyday difficulties. "Going to sea snapper rigged" is a term of derision applied to the fishing vessel with poor equipment. While we have no authority for the origin of this epithet we believe it is derived from the snapper fishing branch of the industry. In the days of sail, many Gloucester fishing vessels went South to fish for red snappers and, of course, did not require the heavy gear needed on the North Atlantic fishing grounds in winter. Consequently, vessels were lighter rigged, the men wore old worn-out clothing which had seen better days on the northern fishing grounds, and sails and rigging could be used in the lighter southern breezes which would not be good enough in the ice, snow and strong northerly gales in the North Atlantic.

There have been many vessels lost on account of being "snapper rigged," a term applying to power vessels as well as sailing vessels. A sailing vessel with auxiliary power should have as good rigging aloft as a vessel which has no auxiliary power because many times it becomes necessary to "ride out" a blow off shore. With poor ground tackle there is great danger of loss of life and vessels, because if one vessel drags down onto another one it usually means both vessels are lost. As a precaution against such a catastrophe, anchors should be of the proper size, the anchor warp should be sound and suitably protected by chafing gear both at the anchor and in the hawse pipe, and should be constantly watched for evidence of chafing for the duration of the storm.

Masts and standing rigging should be gone over and inspected for evidence of weakness at least twice a year. Rot may set in around the steps of masts or in the partners or adjacent timber. Mast heads should be inspected with a small bit, boring completely through the head or other suspected parts for evidence of rot. Mast heads should be treated and given regular attention to prevent deterioration. The usual method is to bore a hole down into the mast head and fill it with salt. The hole should be kept tight against water and the salt supply replenished as it leaches into the wood.

Iron work on masts should also be gone over and maintained in good condition. The constant friction between eyes and shackles, hooks or links causes wear and one of these parts may be seriously weakened without the condition becoming apparent except under close scrutiny.

Running rigging is subject to much chafing and requires constant attention and renewal of worn or otherwise deteriorated portions. Particular attention should be given to the portions of the halyards which are under stress while the vessel is under

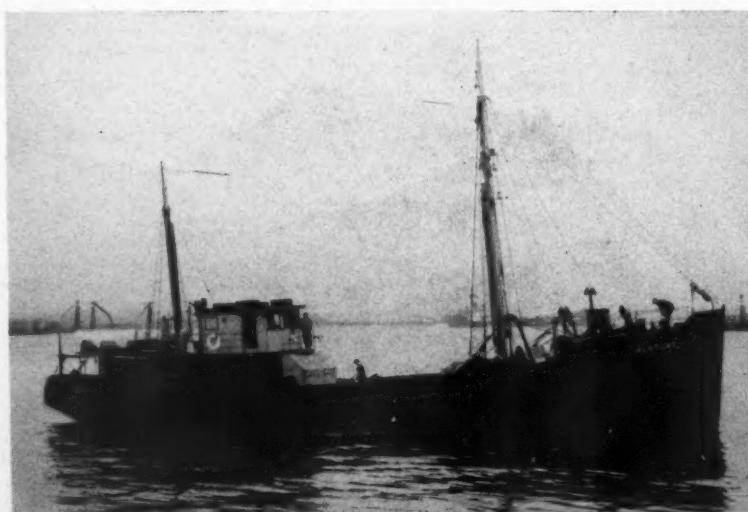
sail. The rope becomes weakened, both on account of external and internal chafing, and halyards should be turned end for end on smaller vessels as the rope becomes strained, or if a jigger halyard is used as is the case on larger vessels it should be replaced by a new one as it becomes worn or run along to bring a new part of it under stress while the vessel is under sail.

Blocks should be gone over frequently, lubricated and inspected for worn pins, loose or obstructed rollers, or worn irons. Wooden cheeks which have become broken should be replaced by new ones. Pieces of running rigging jamming in a block may result in serious consequences if a vessel is working in close quarters.

Canvas, especially storm sails, should be maintained in good condition at all times. Mildew, chafing, and old age are the causes of many disastrous sail failures. Sails should be dried carefully and conscientiously. Where patching is necessary it should be skillfully done and only sound materials should be used. A much patched sail may be an inspiration for those with literary inclinations but it is a source of great anxiety to the men using it, except perhaps on snapper cruises.

If gasoline is used for fuel, great care should be taken that it is properly stowed. The auxiliary supply, if carried in cans on deck, should be securely lashed and properly protected against spilling. Proper means should be employed for transferring the spare fuel into the regular fuel tanks, to prevent the explosion of fumes. To this end, ventilation should be provided for the engine room and those portions of the vessel where the gasoline tanks are located. Open ventilators, installed in such a way that there will be a flow of air through the compartments at all times, are absolutely necessary. It is perhaps not generally known that the flow of air through an engine room of a moving vessel is from aft forward. Therefore, if cowl type ventilators are used, the forward ones should be pointed aft, and the after cowl ventilators should be the ones arranged to take in air.

Air pressure tanks, used in connection with the operation or starting of Diesel or oil engines, are sometimes another source of trouble. Both internal and external corrosion should be carefully watched. Salt water on the tanks will rapidly corrode them externally. They should, therefore, be kept thoroughly cleaned and painted at all times and inspected at regular intervals to make sure corrosion is making no inroads on their strength. Where tanks come in contact with supports or other structural work, corrosion may set in on account of continuous dampness at these points. If necessary, the tank should be removed, cleaned, and painted regularly. Within the last few years we recall one case of a fishing vessel, offshore, being (Cont. on page 22)



The "Neptune", owned by John N. Fulham, Haskins Fish Co., Boston. Built by Bethlehem Shipbuilding Corp., and equipped with a 350 hp. Nelseco Diesel, Hyde propeller, Willard batteries, Bethlehem winch, Kinney clutches, Electro Dynamic generators and motors, Bromfield auxiliary set, Fathometer, Kelvin-White compass, RCA wireless and Shipmate range.



Left, the "Victory", equipped with a 70 hp. Fairbanks-Morse Diesel, and Exide batteries. Center, some of the net reels at Erie. Right, beaching a boat at the Company's branch at Connecon, Ontario.

Shaw Fish Company Carries on Manifold Activities As Producer, Distributor and Retailer

WE Catch the Fish We Sell. We Sell the Fish We Catch". That double-barreled slogan may mean little to some people, but certainly in Erie, Pa., and many other fishing centers it brings one particular company to mind—the Shaw Fish Company. This company has "plugged" its slogan to the limit. The trucks, store, stationery, even the company's boats, display it.

The Shaw Fish Company was founded in Erie in 1918. Today it operates three boats out of Erie, two out of Connecon, Ontario, a fleet of trucks, a retail store, and shows other evidence, as well, of its healthy growth. Starting from scratch in 1918, the company now handles about 1,500,000 pounds of fish a year.

Back of the company are Fred G. Shaw, owner and manager, and Louis W. Courtney, treasurer. Allan McDonald has charge of the Canadian branch at Connecon.

Two of the three fish tugs operating out of Erie are steamers, the *Ruth*, Capt. Clyde C. Shaw, and the *Beck*, Capt. Carl Daggette. The *Ruth* has a Sutton Bros. condensing steam engine, $7\frac{1}{2} \times 16 \times 12$, with Moon dynamo; the *Beck* has a Sutton Bros. high pressure engine, 12×14 , also with a Moon dynamo. The third tug, the *Victory*, Capt. Clarence Snider, is equipped with a 70 hp. Fairbanks-Morse Diesel engine, and Exide batteries. All three use Crossley net lifters. Nets are purchased from the National Net & Twine Co., Linen Thread Co., and A. M. Starr, Net Co. Another tug, the *Helene*, caught fire and sunk November, 1932. No lives were lost.

The Shaw Fish Company ships by express and sometimes by airplane, but the bulk of the shipments are moved by the company's fleet of trucks, which include a Studebaker, a Federal, and two Chevrolets, with a large Fruehauf trailer. The latter is used on the Chicago and New York City runs, and can hold 200 of the 50-lb. (net) boxes of fish, or 150 of the 100-lb. (net) boxes. A "Dry Ice" refrigerating unit will be installed in the trailer this Spring, according to present plans.

The company's retail store does a nice business, but more interesting, perhaps, is the sideline in goldfish. Several years ago the company installed an aquarium in its store, partly for decoration and partly for its advertising value. As time went

on, the company received so many requests for goldfish to stock private ponds that it had to go into the business. A special truck was constructed, with plate glass side panels, and a supply of circulating water kept fresh by means of a pump. Neon tubes for indirect lighting of the fish tanks and also of the advertising sign on top receive their electric current from a specially designed 110-volt generator driven off the truck motor. The truck travels thousands of miles each year, and has been instrumental in stocking pools in Pennsylvania, New York, New Jersey, and as far West as Ohio, Illinois, Indiana and Wisconsin.

There is still another side to this goldfish story. Most goldfish fanciers take delight in the small species, with unusual fins and tails. Those of the Shaw Fish Company are more plebian; in fact, quite large, some measuring 18 inches long and weighing as much as three pounds. Instead of permitting the size to be a drawback to sales, the Shaw Fish Company has been clever: it advertises its goldfish as "the largest in the world."

Those fishermen on the Atlantic seaboard, who may be inclined to think of lake fishermen as having an easy life on calm waters, have no conception of how tough Lake Erie, and other Great Lakes, can be when a storm springs up. Capt. Clyde Shaw of the *Ruth* recalls very well the 13th day in December, 1913, when he was caught 30 miles offshore in a roaring Southwest gale. It took nine hours instead of the normal time of two and a half to bring his boat to port. Anxious women waited on the docks that night for their men to come home. Captain Shaw said, "The waves were so high they washed the main boards away and carried off heavy wooden fish boxes as if they had been paper bags." But lake fish tugs, like lake fishermen, can "take it", and go back for more.

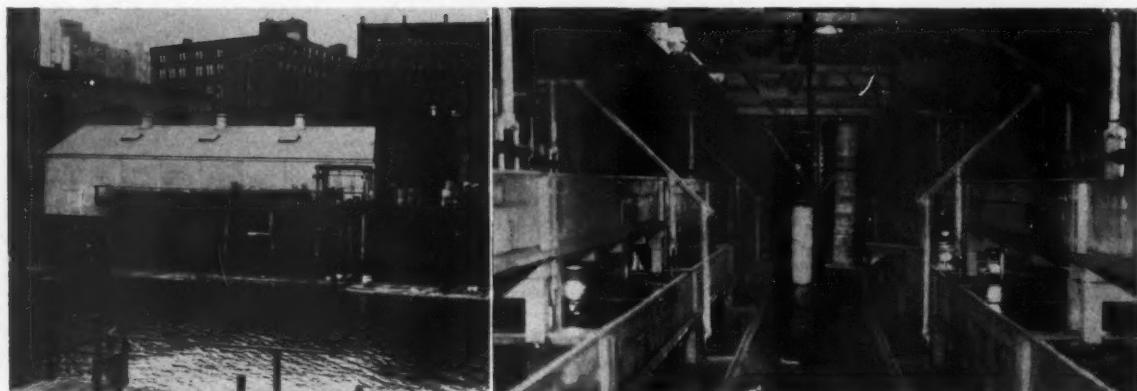
Commenting on the past season, Mr. Courtney reports "The season for whitefish was one of the best we have had in 10 years."

Blue pike is another big tonnage fish for the company. At the branch at Connecon, Ont., ciscoes, trout and whitefish are the leading species.

Firmly established, yet still young enough to be responsive to changing conditions, the Shaw Fish Co., is an asset to Erie and to the fishing industry as well.



One of the Shaw Fish Company's trucks, used for long-distance shipments.



Left, the new and part of the old plant of Jay C. Smith & Son Co. The lobster cars in the foreground are no longer used. Right, interior of the new plant, showing the tanks and piping system.

Jay C. Smith & Son Co. Eliminates Lobster Cars By Installing Modern Tank Storage System

ONE of the finest lobster plants in the industry is that of Jay C. Smith & Son Co., located at 15-17 Northern Ave., Boston, of which George R. Smith is Vice-President and General Manager. This concern, established in 1865, and last year consolidated with Burnham & Morrill Co., Portland, Maine, recently completed a new 80 ft. x 32 ft. tank room addition, as well as renovating its original plant.

The new building is of sheet steel construction, having 75 tanks with a capacity of 75,000 lbs. of lobsters. It is conveniently located on the waterfront where lobster smacks can easily unload.

Designed by Henry F. Stevens

Much of the credit for the construction of this modern plant goes to its designer, Henry F. Stevens, who supervised its erection. Mr. Stevens devised the tank system several years ago and has since placed it in service at numerous points. His extensive experience has enabled him to incorporate many improvements in the Smith plant installation.

The tank system provides several advantages over the use of lobster cars, including improved sanitary conditions, positive control over temperature and amount of water, more ease in handling lobsters, and lower mortality rate.

Pure Water Assured

Water to supply the tanks at the Smith plant is taken from a point 80 feet out in the channel, 14 feet below the lowest tide, thus ensuring a clean and pure supply. The water enters through an upright connection equipped with a strainer and is carried through a 600 gallons per minute capacity pump driven by a 15 hp. General Electric motor. Duplicate equipment is provided for emergency purposes.

The Tank System

From the pump the water is run to the main header line and distributed to branch lines through independent valves. The tanks are arranged in three tiers, the top tanks holding 600 lbs. each, the middle ones holding 800 lbs. and projecting beyond the first, and the lower tanks, 1,000 lbs., projecting beyond the second and being on a level with the floor. The tanks are made from 2-in. Douglas fir, rodded together. The insides of the tanks are coated with Cuprinol, a chemical treatment which prevents algae growth and eliminates termite action. Ordinary paint is used on the outsides. Each top tank has pilot valves to control the water which enters the tank through pipes at opposite corners.

Ordinarily the water is dropped from one tank to the next, during which time it is aerated. When greater circulation is

required there are independent auxiliary valves which can be operated to supply water direct from the header line to each tank.

The charged water causes any sediment to rise to the surface and cling to the bubbles while being carried to the overflow.

A unique feature of the tanks is the lighting system whereby a heavily guarded marine type lamp is located under the center of each tank in top and middle tiers to illuminate the lobsters below. All electrical cables and connections are of waterproof material to withstand the effects of moisture.

The temperature of the plant maintains that of the water, which ranges from about 38° in cold weather to 50° in Summer.

A tag system and chart are used to record the movement of lobsters in and out of the tanks. As duplicate records are kept in the plant and office, the system permits a close check on each lot, and facilitates the filling of orders from the proper tank.

Storage space for barrels is provided by a cat walk above the tanks, where they can easily be reached when needed for shipments. Flakice, supplied by the Metropolitan Ice Company, and block ice are used to keep the lobsters properly refrigerated during shipment. J. Shore & Company barrel covers are used.

Crab Meat and Lobster Meat

In addition to its live lobster business, the Company also packs Neptune brand lobster meat and crab meat, which are put up in American Can Company cans and Boothby waxed fibre containers. Two boiling tanks are operated and up to 10 girls are employed in extracting lobster and crab meat. The picking room and all its equipment are washed twice daily with hot water.

The Company operates a 38-ft. crab boat from Duxbury Bay to get hard crabs, which are shipped to the plant every day.

For the bulk of the outgoing shipments, the services of the Railway Express Agency are used. Waste material is collected twice a day by a rendering company.

Pounds and Officers

The Company has three pounds in Maine and one at Rockport, Mass. Producing stations are maintained at Pictou, Cape Breton and Yarmouth, Nova Scotia, and at Shedia, New Brunswick.

Officers of the Company, in addition to Mr. Smith, are Charles S. Morrill, Portland, President; Charles E. Barnard, Portland, Vice-President; Richard A. Rhodes, Portland, Treasurer; and Ethel G. Richardson, Boston, Assistant Treasurer.

Boston Improvement Program Under Way at Several Plants

By Gardner Lamson

RALPH H. Osborn, new manager of the Boston branch of the Booth Fisheries Corporation announces that the Company is considering the complete remodelling of its plant shortly after Lent. Mr. Osborn, who succeeded H. E. Robinson as manager early last month, has had a lifetime of experience in the fishing industry, starting with the Sealship Oyster Co. in 1911, and afterwards going with Booth as oyster purchasing agent at Baltimore. Later he travelled extensively for the Company, going as far afield as New Brunswick and Florida, and winding up as Booth's Philadelphia manager. From that position he retired temporarily from the fisheries, to re-enter it as executive secretary of the U. S. Fisheries Association. Later he was associated with Arnold & Winsor, going from there about 10 years ago to Baker, Boies & Watson, as a partner of George S. Grueby. His interest in that firm has been purchased by Mr. Grueby.

Booth's new trawler, *Delaware*, will be launched the latter part of this month from the yard of the Bath Iron Works.

O'Donnell Fisheries Improving Plant

A plant improvement program is under way at the O'Don-

Boston Fish Pier Landings for January			
(Hailing fares. Figure after name indicates number of trips.)			
Adventure (3)	210,000	Lark (3)	197,500
Amherst (2)	336,800	Loon (2)	224,000
Andover (3)	152,500	Magellan (1)	41,000
Arlington (2)	276,000	Maine (3)	237,000
Atlantic (2)	165,000	Maris Stella (1)	163,000
Boston (2)	249,000	Marjorie Parker (2)	34,500
Brant (2)	187,000	Mary E. O'Hara (2)	117,500
Breeze (2)	209,000	Neptune (2)	246,000
Brookline (3)	369,000	Newton (1)	141,000
Cambridge (2)	256,000	Notre Dame (2)	238,000
Comber (3)	303,000	Ocean (2)	192,000
Coot (2)	189,000	Penguin (2)	272,000
Corinthian (2)	109,000	Plover (2)	183,000
Cormorant (2)	218,500	Plymouth (2)	101,000
Cornell (2)	255,000	Pollyanna (2)	86,700
Curlew (2)	148,000	Princeton (2)	287,000
Dartmouth (2)	280,000	Quincy (2)	216,500
Dawn (1)	97,000	Rainbow (2)	62,500
Donald (4)	458,000	Ripple (2)	296,000
Dorchester (3)	244,000	Rita B. (2)	73,000
Ebb (2)	180,000	Saturn (2)	256,000
Edith L. Boudreau (3)	139,000	Sea (2)	250,000
Elk (2)	73,500	Shamrock (4)	223,000
Exeter (3)	137,700	Shawmut (2)	234,000
Fabia (3)	522,000	Spray (2)	231,000
Flow (2)	247,000	Storm (3)	463,000
Foam (2)	211,000	Surf (2)	295,000
Fordham (2)	275,500	Swell (1)	101,500
Gale (1)	112,000	Teal (2)	212,000
Gemma (4)	411,000	Tern (1)	120,000
Georgetown (2)	230,000	Thomas Whalen (3)	326,500
Geraldine-Phyllis (3)	106,000	Tide (2)	219,000
G. L. Thebaud (2)	54,000	Trimount (2)	170,000
Gertrude Parker (3)	144,000	Triton (3)	275,000
Gossoon (4)	268,000	Vagabond (3)	80,000
Grand Marshall (1)	90,000	Vandal (2)	56,000
Harvard (2)	205,000	Venture II (3)	104,000
Hekla (2)	200,000	Whitecap (3)	462,000
Heron (3)	357,000	Widgeon (2)	273,000
Holy Cross (2)	251,000	Wild Goose (2)	202,000
Illinois (3)	363,000	W. J. O'Brien (2)	203,000
Isabelle Parker (4)	216,000	W. L. Putnam (5)	228,500
Killarney (2)	74,500	Winthrop (2)	202,000
Kingfisher (2)	203,000	Yankee (2)	54,000

Provincetown

Draggers and Trappers In Controversy Over New Bill

By J. C. Johnson

PROVINCETOWN'S fishing colony is divided into two factions because of a bill introduced in the Legislature by Rep. E. Hayes Small of North Truro, aimed to bar the draggers from operating within three miles off shore between Race Point and Nauset on the ocean side. The controversy has resulted in the forming of a Provincetown Fishermen's Association by the draggers, and while the opposing side, consisting of trap fishermen, dory men and freezer workers, has not founded an organization, this group is just as solidly organized for the purpose of putting over the new law. A legislative hearing at the State House in Boston was expected to take place early this month.

Trappers contend that activities of draggers in the immediate vicinity of the lower Cape must be curbed, otherwise weir fishing will suffer severely. They charge that the Provincetown fleet of thirty-odd boats and also the Boston and Gloucester boats break up the seasonal schools of whiting by their dragging in inshore waters.

The draggers on the other hand bitterly oppose the new restriction, their claim being that if it is invoked they will be ruined and forced to move out of Provincetwon. Figures have been produced to show that the fleet as well as the freezers plays an important part in Provincetown's financial well being.

Manuel Dutra is the president of the new association, with Francis Legura as secretary. The trappers and freezers are represented by Frank Rowe, manager of the Atlantic Coast Fisheries, Inc., interests in Provincetown, and John C. Worthington, manager of Pond Village Cold Storage, North Truro.

Repowered with Atlas

The *Annabel R.*, Capt. Joe Macara, of Provincetown, has been repowered with a new 4-cylinder, 110 hp. Atlas Imperial Diesel.

nell Fisheries, Inc. The Company has also adopted a new trailer system to facilitate the handling of fish from the pier to its plant, and is using a new intercommunication system between plant and office. The Company recently concluded an arrangement with the Elliott Co. for handling inter-city trucking. The business outlook is excellent, according to Mr. O'Donnell.

Commonwealth Ice May Have New Building

Louis M. Beeten, manager of the Commonwealth Ice & Cold Storage Company believes that a new freezer and storage building is almost a certainty. It would be built on the corner, across Northern Avenue from the present plant, on the premises now occupied by a filling station, restaurant, and other small buildings. The new plant would probably be devoted primarily to freezing and storing fillets.

New Quarters for New England Marine Co.

New England Marine Co., formerly located at 40 Broad St., Boston, has just moved into much larger quarters at 305 Congress St., which is ideally situated on the waterfront. Facilities include a spacious showroom, service station and dock. Twenty-four hour service will be maintained with expert mechanics. Included in their extensive line of boat equipment and supplies are Gulf products, Exide and Willard batteries, Lycoming motors and Wall rope. Frank W. Myers is President, and Richard Potter, Sales Manager.

New Products Added to Line

Two new products have been added to the canned fish line of the Forty Fathom Fisheries. One is codfish cakes in No. 10 tins, a size suitable for hotel and restaurant use, and heretofore not available under any brand in this large size. The second item is Jack & Jill cat food, made from fresh fish trimmings, and packed in 15 oz. cans.

Gloucester Responds Generously In Aiding Flood Victims

By Gardner Lamson

GLoucester fishermen, fish companies, and merchants, who responded so generously during the severe floods last

Spring in the Merrimack Valley, are now helping relief agencies in the present mid-Western floods. Nine men and four dories left Gloucester, bound for Louisville, Ky., late last month, the men traveling in two private automobiles, with the dories lashed to a truck donated by the town.

The boats are owned by the Gorton-Pew Fisheries Co., which offered several more if needed. Capt. Ben Pine and John Chiancola also offered to supply dories, and others would also have been glad to send boats to the stricken area if necessary. The D. O. Frost Corp. equipped the nine men with oilskins, while Gorton-Pew gave "sou'westers." Merchants, fishermen, and others donated to a fund to defray expenses.

"Clara and Hester" Sold

Capt. Lemuel E. Spinney of Gloucester has sold his *Clara and Hester* to Sam Cahoon and Capt. John Salvadore of Woods Hole, who will use her for scalloping on Georges.

First Halibuter Leaves

The auxiliary schooner *Dawn*, completely renovated and equipped for sea, sailed on January 22 with Capt. Archie A. MacLeod at the wheel, bound for Grand Banks, to bring back a trip of halibut.

He is the first skipper in the halibut fleet to leave this season, and expects to return in about six weeks.

The only other halibuters to sail from Gloucester this season will be the *Raymonde*, Capt. Carl C. Olsen, the *Imperator*, Captain Albert Williams, and the *American*, Captain Simon P. Theriault.

Both the *Dawn* and the *Raymonde* had new Fathometers installed last month.

"Magellan" Sails for South

Capt. Joe Rose, skipper of the schooner *Magellan*, returned last month from the Azores, after paying a visit to his parents there. He was scheduled to sail shortly after his return for Norfolk, Va., to begin dragging out of that port. He had a new Fathometer installed aboard his vessel before leaving.

"Theresa and Dan" Has New Engine

The schooner *Theresa and Dan*, Capt. John Hall, is having a new 180 hp. Cooper-Bessemer Diesel installed, replacing her 100 hp. engine. As soon as the installation was completed Capt. Hall was scheduled to resume Southern dragging.

Lister Diesel for "Raymonde"

The Central Wharf & Vessels Co. have purchased an 8 hp. Lister Diesel auxiliary set for the *Raymonde*, Capt. Carl Olsen, from the Wharf Machine & Electric Co., Inc., of Boston.

Installing New Engine

The new Cooper-Bessemer Diesel engine to be installed in the schooner *Bettina* at the Chisholm Wharf, arrived on January 19, and work was started on installing it. As soon as the work is completed the *Bettina* will start fishing.

Direction Finders Installed

Tom Thompson last month installed two of his radio direction finders on Gloucester fishing craft—the new schooner *Mary Grace* of the Cururu fleet, and the *Santa Maria*, Capt. Peter Mercurio.

New Dragger Under Construction

Capt. Jerome Lovasco of Gloucester is having a 75 ft. dragger built at the B. F. Warner yard, Kennebunkport, Me. The main engine will be a 4-cylinder, 135 hp. Atlas Imperial Diesel. The sale was made at the N. Y. Motor Boat Show by B. C. Parker.

"Balila" Has New Atlas

Installation of a 200 hp. Atlas Diesel for the *Balila*, Capt. Peter Strescino, will be completed shortly.



The "Jackie B.", Capt. John Barrett, equipped with a 140 hp. Atlas Imperial Diesel and Edison batteries.

Block Island Items

By C. H. Lewis

THROUGH January, cod fishing and dragging were the principal activities of the Block Island fleet, but the low prices were discouraging to the small draggers. Many of the handliners are putting their fish in the wells and selling them alive for peddling, the local price being 4 cents. Several boats have made trips to the mainland with live fish, among them the *Aunt Edie*, Capt. C. W. Rose; the *Hattie M.*, Capt. John and Omar Littlefield, and the *Mary M.* and *My Pal*, from New London.

A great many boats have put into the harbors for shelter until the gales subsided. Some of the larger ones were the *Santa Maria*, *Mary W.*, *Alpar* and *Antonio*, besides several others with ports ranging from Gloucester to Philadelphia.

"Florence" Sold

The *Florence*, owned by Capts. Bert and Milton Prebble, has been sold to George Piltz of Bowen Coal Company of Newport. The *Florence* is now being fished by Harson Christianson and Pat Rozario.

Long Island Report

By C. A. Horton

THE Islip Town Board has under consideration a plan to expend several thousand dollars for the planting of oysters on the public lands in Great South Bay. The proposition was broached by Supervisor Warren F. Greenhalgh. He originally proposed the planting of seed clams, but Justice of the Peace Charles H. Duryea said the bay has one of the largest crops of seed clams in recent years, but he believed the planting of oysters would be welcomed by the baymen.

Brookhaven Town recently approved a plan for the expending of \$2,500 for the planting of oysters on the public lands, and it was thought that Islip might well follow that example.

Rackett Firm Sells Business

E. L. Rackett and W. C. Rackett of East Marion have sold their trap fishing business located at Gardiner's Island to Capt. Oliver Case of Peconic, who for several years has conducted a trap fishing business in the Sound off Greenport.

Maine

Sardine Industry Shows Complete Recovery

By Alfred Elden

INdications are that the sardine season of 1937 will be a busy one. The 1936 pack was the greatest in recent years yet with the Spring opening of the factories practically all old goods will have been sold. With suitable supplies of fish, every factory is likely to be ready for business April 15.

Many reasons are assigned for the complete recovery of the sardine business in Maine. Chief among these is the improved quality of the goods due largely to governmental and state inspection and co-operation among the packers. Fish showing even a small percentage of feed are rejected while boatmen have been required to bring only fish of suitable size to the factories. There was also a "gentlemen's agreement" to use a superior oil (salad oil) for all sardines packed in oil.

Blanchard Plant Sold

Jones E. Wass, president of the Machiasport Canning Co. announces that his concern has purchased the Blanchard Manufacturing and Canning Company's Eastport plant. He says his concern plans to pack 100,000 cases of sardines at the Eastport plant this coming season. At the present time there are places in the factory for 64 packers but there is space available for 30 to 40 more, and other departments in the plant can be enlarged and increased.

Purchase Sardine Factory

Bartlett F. Small with others has purchased the Hinkley sardine factory at Jonesport.

Old Sardine Business Sold

One of Eastport's best known industrial plants, the sardine factory and adjoining buildings of the E. A. Holmes Packing Company, passed out of local ownership last month into that of a near neighbor, Moses B. Pike, of Lubec. Mr. Pike intends to operate along the same lines and will make practically no changes in the force now operating the business. With a capacity of 100,000 cases per season, this plant has been under the supervision of "Al" Fountain for many years, with Harvey Stover next in command.

Lobster Firm Expands

Rackliff & Witham, Rockland lobster firm, will begin work shortly on a new lobster pound with a capacity of 60,000 pounds. They have bought the Willard property near Wildcat. The firm owns a pound at Vinalhaven with a capacity of 70,000 pounds.

New Gill Netter Nearing Completion

Enrico Montebello of Portland will soon take delivery of what promises to be one of the finest gill netters in New England. The boat, to be named the *Noah*, is being built by Winfield S. Carter of Friendship, to the following dimensions: 55 ft. long, 14 ft. wide, 6 ft. draft. It will be powered by a 6-cylinder, 100 hp., Model MRA-6-S Superior Diesel, with a 3:1 reduction gear, sold by Sargent, Lord & Co., Portland. This Superior "S" model is especially designed for work boats, with particularly rugged reverse and reduction gears. A 38 in. diameter, 3-blade Peterson wheel will be used.

New Construction

F. D. Winchenbaugh of Friendship, reports that he has just completed a boat for Raymond Fish of Boothbay Harbor, and has a 40 ft. boat about ready for Kale P. Tysver of Gloucester. Under construction is one for Alpheus Snowman of Newagen, which will be followed by a boat for Wilfred Leclair of Biddeford.

"Kingfisher" to be Repowered

The Wm. Underwood Co., Rockland, has placed an order with the Boston office of Fairbanks-Morse & Co., for an 8-cylinder, 120 hp., 900 rpm Diesel, equipped with a 2:1 reduction gear. The engine will be installed in April in the *Kingfisher*, one of the largest sardine carriers in Maine.



The "Al Shellwick", 50-ft. fish tug owned by Alfred Shellwick of Waukegan, Ill., and powered by a 104-125 hp. Buda Diesel.

Great Lakes News

By A. J. Blume

IN a radio broadcast recently, Dr. John Van Oosten, of the U. S. Bureau of Fisheries, gave some interesting facts concerning the fisheries of the Great Lakes. Some 150,000,000 pounds of fresh-water fish are produced commercially in the United States each year, he said, and more than 90,000,000 pounds, or 65 per cent, come from the Great Lakes. Almost all of the species are highly prized, but instead of protecting the source of supply, they are being allowed to disappear. In former years, production of Lake Superior whitefish totalled 3½ million pounds annually; today the catch is only about 500,000 pounds. Lake sturgeon, formerly common, is now almost extinct. Yellow perch in Lake Michigan are half as abundant as formerly, while in Lake Huron they have been reduced by about 75 per cent. The bluefin of Lake Superior and the bloater of Lake Ontario have been completely wiped out, he stated. Lake Erie's cisco yield, amounting to 21¼ million pounds in 1924, fell to 111,000 pounds in 1934—a drop of 99½ per cent. Dr. Van Oosten urges that firm action be taken immediately. Lack of unified laws, and the fact that Federal control is impossible under the present set-up, are held responsible for the continued decline.

Lower Michigan Fishermen Draft Law Program

The Western Michigan Commercial Fishermen's Association met in St. Joseph, Michigan, with modification of present fishing laws and appointment of one of its members to the State Conservation Commission as avowed objectives.

Terms of three members of the Conservation Commission expire April 1. One of the three appointees must be from the Upper Peninsula. The fishermen's association will urge Governor Frank Murphy to tender one of the other appointments to Frank Sewers, of Saugatuck, secretary of their association.

The association's legislative program includes: A shorter closed season in the Fall on Lake Michigan trout and herring, repeal of the law requiring that nets be placed at least two miles from shore, opening of the season of chubs November 20, and a reduction of the legal length for perch from nine to eight and one half inches.

New Fish Tug Delivered

The Brown Fisheries, Whitefish Point, Mich., have taken delivery of a 50 ft. steel fish tug, built by the Burger Boat Co. The tug, named *LaBelle*, is powered with a 6-cylinder 90-120 hp. Hill Diesel, which gives her a speed of 11½ miles per hour. She is in command of Capt. McLean of Sault Ste. Marie and is now operating out of Marquette, Mich., because of the heavy ice conditions at Whitefish Point.

Nets and Equipment Lost

Marinette commercial fishermen lost nets and equipment estimated at \$50,000 during January as a result of ice breakups in Green Bay. It is estimated that 1,500 nets were lost with damage believed to be the greatest in local history.

Virginia

Fishermen Seek Stable Prices Through Larger Assoc.

By Sandusky Curtis

A MEETING of local and other fishermen was held in Mathews on January 16. The purpose of the meeting was to augment the existing Mathews Fishermen's Association to a Tidewater Virginia group, by including all the lower Chesapeake Bay counties, particularly Mathews, Gloucester, Elizabeth City, and Princess Anne, with possibly Warwick and a few others included.

The special objective of the Association is stabilization of prices. It is hoped also to formulate some type of cooperative marketing arrangement under the sponsorship of the Association.

Porgies Keep Top Place

Porgies kept top place in the large assortment of fish being brought into ports of Tidewater Virginia by trawlers and locally owned boats in January. Prices were good and the demand indicated an unusually fine season for the industry.

Early January found the oyster business in something of a slump with encouraging signs that there would be a sharp pickup in February with continuing gains until the season's end.

Quinn to Build Fertilizer Factory

From the Eastern Shore comes tidings of progress in the seafood industry. Quinn Menhaden Fisheries, Inc., is to build a fish fertilizer factory on Pungoteague Creek at Harborton. Wallace M. Quinn is president of the firm, which is to spend several thousands in the building program prompted by better business. The first of the buildings will be 42 feet by 42 feet with smaller structures to be erected as needed.

Oystermen Elect Officers

O. A. Bloxom, Newport News, is to serve as president of the Virginia Oystermen's Protective Association for the coming year. J. C. Curtis, Hampton, is vice-president and E. T. Freeman of Jeffs is secretary. S. F. Ferguson is treasurer.

"Grace F." Disabled

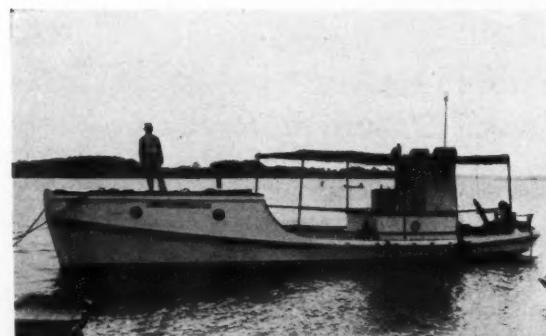
It was a case of brother aiding brother when the trawler "Grace F." was disabled off Cape Henry some time ago. The trawler Boston College, Captain Leo Favala, aided his brother Captain Frank Favala, by towing her toward Norfolk until a Coast Guard craft brought her to port. Repairs were made at the Moon Shipyard. The "Grace F." is well known as a trawler, having fished here during the Winter months for several years.

Fathometer for "Evelina M. Goulart"

Craig Bros. Marine Railway, Norfolk, recently installed a Fathometer, made by the Submarine Signal Co. in the "Evelina M. Goulart," owned by Captain Manuel Goulart of Gloucester.



Capt. Frank Soderberg, one of the best guides at West Palm Beach, Fla. His early days were spent whaling and sealing out of Tonsberg, Norway.



"Miss Lynnhaven", owned by Deary & Braithwaite, oyster growers of London Bridge, Va. Powered with a 25-hp. Palmer motor.

New Seafood Association Has Headquarters in Biloxi

THE Southern Co-operative Sea Food Association has been formed consisting of the majority of oysters packers on the Atlantic Coast, and Florida. The new association is a Mississippi corporation, but will function as a co-operative, composed of planters, cultivators, packers, canners and processors of oysters.

The domicile will be at 507 West Howard Avenue, Biloxi.

The following were elected as members of the board of directors: B. Taltavull, James Velchich, Elmer Williams, Jake Rosetti, T. M. Kuluz, S. M. Sekul, Julian McPhillips, E. Mladinich, Jr., E. L. Dukate, C. A. Delacruz.

S. M. Sekul was elected president to serve for six months. The office of president is an honorary one and will be filled at six month intervals by different members of the board.

Houma, La.

Wm. J. Cenac, of C. Cenac & Co., Houma, La., reports that his Company had a very good oyster season up to Thanksgiving. Since that time, Baltimore, Crisfield, Norfolk, and Maurice River producers have been delivering oysters in the Houma section cheaper than they can be purchased locally. Warm weather since Thanksgiving has also hampered sales. "Nearly 50 per cent of the oyster people are catching shrimp or working in the oil industry now," Mr. Cenac states.

Morgan City, La.

The Ozio Fisheries, Inc., Morgan City, La., are installing a heavy duty steam boiler, enabling them to pack shrimp, crabs, turtle soup and frog sauce under the latest steam cooking methods. One of the Company's vessels is being repowered with a new Diesel, and will be put in the fresh-water fish section. Capt. R. Mendoza looks forward to a fine run of channel catfish, buffalo, and other fresh-water species. Crabs have been plentiful, the Company reports, owing to the very mild Winter, but a shortage is anticipated very soon owing to the flood waters coming into that section. The shortage is expected to continue up to the mid-Summer months.

Maryland Oyster Output Up

By Edward Bowdoin

ROBERT F. DUER, chairman of the State Conservation Commission, reports that the Maryland oyster output for the 1936-37 season has shown an increase so far of 145,841 bushels over a comparable period of the 1935-36 season. The increase covers the four-month catch from September 1st to December 31st.

The State's oyster export figures are more than three times last season. As of January 1, 1937, 62,866 bushels had been exported to other states, as compared with 18,844 bushels exported up to January, 1936. The season's total oyster catch has amounted to 1,796,176 bushels, as against 1,650,335 bushels taken during the same period last year.

Florida

Fishermen and Party Boats Enjoying Fine Winter Season

By T. F. Cunningham

THE West Palm Beach Fishing Club, West Palm Beach, got its Third Annual Silver Sailfish Derby under way on January 24, to carry through to February 14. Forty boats were registered several days prior to the opening, with the prospects of more before the deadline arrived. In addition to 22 daily awards for the largest sailfish caught each day, three major prizes were to be awarded: the Silver Sailfish trophy, the E. R. Bradley trophy, and the Pflueger Atlapac trophy. Interest in this annual event is always keen, attracting some 6,000 sportsmen and anglers from all parts of the United States, Canada, and even foreign countries.

West Palm Beach Companies Busy

R. L. Hudgins, of the Hudgins Fish Co., reports a very busy season. Branches are maintained at Miami, Ft. Pierce, Ft. Lauderdale and Riviera.

E. J. Dorsey is operating an up-to-date retail fish store at 4107 Broadway, and reports that business is brisk.

The Dix-Evernia Sea Food Market has changed management and is now doing business as the Dix Fish Co. Capt. Charles Stosseull is now in charge of both the wholesale and retail departments.

F. F. Downs of the Long Pier Boat Yards, has taken over the Brandenberg plant. He has enlarged and improved it, and now employs 10 men on repairing and overhaul work.

Capt. M. A. Bishop has taken over the speedboat dock, changing its name to the Bishop dock. Five charter boats and Capt. Bishop's *Amberjack* are quartered there.

Among the charter boats operating out of the Poinciana Dock are the *Fortunate*, Capt. Carl Darenberg; *Black Hawk*, Capt. Francis McBride; *Louise D.*, Capt. B. Fall; *Black Jack*, Capt. Rudy Steinhauser; *Miramy*, Capt. Thos. E. Jones; *Miss Sally*, Capt. Walt Githens; *Imp*, Capt. Harry Hunt; *Fun II*, Capt. Henry Foster, and the *Orca*, Capt. Herman Gray.

Capt. Carl Darenberg reports his new boat, *Fortunate*, to be all he desires. He hopes to take her to Bimini waters very shortly. Capt. George W. Burlew of Matawan, N. J., paid a visit recently to Capt. Darenberg. Capt. Burlew did not bring his boat *Gloeo* to Florida this Winter.

Capt. Walter W. Fulton, who is running the *Aljo* out of Florida points, and the *Carp* out of Point Pleasant Inlet, N. J., says he will build another boat this Spring. It will be along the lines of the St. Augustine shrimpers.

Cocoa

Jos. Paxton, in charge of the Cocoa plant of the Florida Crab Co., says that both he and Perry Moore have to keep moving lively between the Mayport plant and the one at Cocoa. The latter plant is ideally located and is equipped with modern facilities.

St. Augustine

The Atlantic Shrimp Co., of Darien, Ga., and St. Augustine, Fla., are having a new 46-ft. boat built, to be powered with a 60 hp. Superior Diesel. The Company already operates eight boats.

Joe Mendes has opened a new shrimp plant here, and is keeping eight boats and two trucks busy. His other plant, at Brunswick, Ga., is also very active.

Kenton Morrison, of Andrew & Morrison, has taken over his partner's interest and is now operating as the Morrison Hardware Co., carrying a full line of rope, nets, etc. The quarters have been enlarged.

The Corbett Fish Co. is highly gratified over the tremendous increase in its clam business this season. The Company also handles fish, shrimp and oysters.

George Coccois, shrimp dealer, is running five boats, including the *Halki*, *Miss Jacksonville*, *Missouri* and *Alexander C.* Business is good, but weather has been unfavorable, he reports.



Capt. James McAskill, popular dockmaster at the Poinciana Dock, Palm Beach, Fla. Some of the fine party boats are also shown.

Capt. J. R. Canas, owner and skipper of the *Miss Angelina*, has been fishing for the L. P. Maggioni Co., Savannah, Ga. He blames the scarcity of fish on the bad weather.

Capt. August Peterson expects to take his 45-ft. *Starboard Rock* North this Summer and fish off the New Jersey coast. The *Starboard Rock*, which Capt. Peterson designed, was built by Tony Cyrus at the Sebastian Machine Works dock, St. Augustine, and is powered with a Hall tractor engine.

Capt. H. D. Smith of Brigantine, N. J., and a party of friends stopped in here to have their boat, *Cachalot*, overhauled. They were headed for Cuba and the Bahamas.

The Christopher brothers, H. C. and William, of Mayport, are shrimp fishing with their *Wilham Jr.*, out of St. Augustine for the Gaust Fish Co.

Riviera

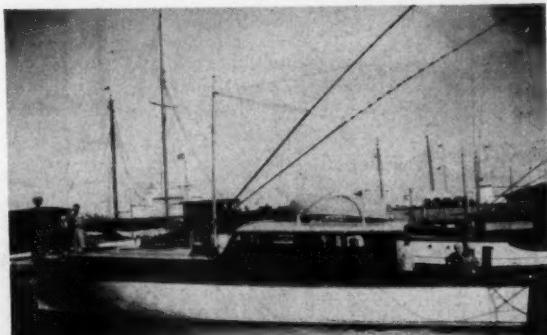
W. H. Fox of the Fox Boat Works, reports a busy season, having turned out 20 boats within the last year, all of the sea skiff type.

L. B. Mace, owner and manager of the Ocean Service Co., reports a good season with sport fishermen and is now preparing to cater to the commercial trade, handling nets, twine and other supplies.

C. M. Case of New York, and formerly in the retail fish business here, is now manager of the Fishermen's Cooperative Corp., which has a modern plant at Riviera, and a fleet of some 30 boats. Mr. Case reports that weather conditions have been unfavorable, but that the Cooperative has been doing its share of the local business. Output consists namely of king mackerel, Spanish mackerel, bluefish, pompano, mutton snapper and groupers.

Fort Pierce

Roy Heck, of Heck & Hickman, has just completed a contract for Backus and Todd for equipment used on the new streamlined standard sport skiff which Capt. Gray will pilot for the Vanderbilt expedition.



The 42-ft. "Diane III", built by Herman Lund of Erie, Pa., for Capt. E. H. Scott, who is operating her as a party boat out of West Palm Beach, Fla. She has three 91 hp. Gray motors.

Vineyard Catch for Month Runs to Yellowtails

By J. C. Allen

JANUARY lays astern of us and February heaves over the weather skyline with a bone in her teeth in these latitudes. What she is bringing to us, the Lord only knows, but if there is no more Winter this month than in the last, the local portion of the nation's floating population will have no kick to make.

January was just about the mildest month of that name that the Wheellhouse Loafer has ever experienced in these latitudes. There were a few breezy days and others when the glass went so low that all hands stood by for the Judgment Day. But everything let go by the run and things cleared without so much as parting a ropeyarn and what is more, the fleet has seldom laid in port more than thirty-six hours at a stretch.

Good Catches of Yellowtails

The catch for the month has run to yellowtails principally, which is natural at this time of year, but tedious as the devil at times. But the run of fish has been slightly better than the average and prices as a whole have stood up a darned sight better than for several years so that the gang who have really done some driving haven't had things so bad.

A body of fish hung in the same bearings almost throughout the month, and the fleet from all points of the compass fished there. The vessels ran from a 40-ft. two-man boat to a 70-ft. schooner and they just mopped up the yellowtails by the cargo.

Unusual Catch

A peculiar thing occurred right on this ground after the fleet had been there for a couple of weeks. Some lad brought in a haul of butters, the finest that were taken in these waters for the year. It seems odd because the ground has been so well fished before they were taken and butters are supposed to remain pretty darned quiet in cold weather. True, it hasn't been cold, but it hasn't been Summery either, so where did they come from and likewise, why?

Believe Scallop Seed Killed

Scalloping in the harbors and bays panned out pretty well and there are still a few of the boys making wages with their dredges here. Somehow the size didn't seem to pinch out as the season drew to a close and the price of the bivalves has held up and even advanced because of this fact. There is a mutter going around Vineyard Haven that our set of scallop seed has been killed by silt. Whether or not this is a fact can't be told definitely as yet, but the fishermen are certain that it is true and if so, other sea-skimmers may profit by this broadcast.

We had a dredging job done here and the bottom mud was pumped into a cove that connected with the harbor by a narrow opening. The flow of water from the delivery pipe carried more or less light silt into the tide with it when it flowed off and the fishermen say that this has been dropped all over the



"Eben A. Thacher", Captain Henry Stevenson, Vineyard Haven, Mass., to be powered with a 100 hp. 4-cyl., 4-cycle Wolverine Diesel.

scallop beds. Just a sprinkle of this stuff, they claim, will kill a scallop as dead as Julius Caesar. 'Tis tough, if true.

Sardines

Early in the month the sardines schooled around the Island, filling Edgartown Harbor so full that people doubted it when the Loafer claimed that they could walk across the channel on their backs. This much is proven nevertheless, that a gang dropped a seine in around a small pod and got twenty-five barrels in as many minutes.

New Wolverine Installed

A new 100 hp., 4-cylinder, 4-cycle Wolverine Diesel will be installed in the *Eben A. Thacher*, owned by Capt. Henry Stevenson, of Vineyard Haven, Mass. The boat is about 65 ft. long, 20 ft. beam, and draws about 6 ft. of water.

New Bedford

A REAL mariner's wedding climaxed the annual meeting of the Mariners' Club, held in the Club quarters in the Peirce & Kilburn plant at Fairhaven, Mass., early last month. The groom was George Rodwin Palmer Jacobsen of Brooklyn, N. Y., of the deep-sea scalloper *Adverse*; the bride was Miss Emily Frances Mello, of New Bedford. Harry Burg-horn, also of the *Adverse*, acted as best man, David Dugger, a fisherman of Elk Park, N. C., was also in the wedding party. Officiating at the ceremony was Chaplain Charles S. Thurber of the Seamen's Bethel. A purse of money, wedding gift to the couple from the Mariners' Club, was presented by William LaCasse. Roswell Dunham added a picture of the bark *Constitution* leaving port. In a short speech of acceptance, the groom confessed that he was not much of a preacher but that he could fish. The couple will reside at New Bedford.

Atlas Installations

A 4-cylinder, 80 hp. Atlas Imperial Diesel has been installed in the *Phyllis J.*, Capt. Joe Dutra, of New Bedford.

Capt. Albert Clerc is having a vessel converted into a fishing boat at Kelley's yard, Fairhaven, Mass. She will be renamed the *Clara C.*, and will be powered with a 6-cylinder, 350 hp. Atlas Imperial Diesel.



The Jacobsen-Mello bridal party. Left to right: Chaplain Charles S. Thurber; Miss Julia Mello, bridesmaid; Mrs. George Rodwin Palmer Jacobsen, the bride; Mr. Jacobsen; Mrs. Elizabeth Mello, the bride's mother; Harry Burg-horn, best man; David Dugger of Elk Park, N. C.

It's Essomarine fuel and lubrication for the sturdy RIO DOURO!

— New dragger, widely praised for excellent construction, will head out from sign of world's leading oil organization.

The beautiful lines, staunch build and splendid outfitting of the "Rio Douro" are all sure indications that her able skipper, Capt. Albino M. Pereira, will keep her well up in the money.

Like so many other fine craft added this season to the far-famed Gloucester fleet, the "Rio Douro" will fuel and lubricate her 230 h.p.

Cooper-Bessemer Diesel at the Essomarine sign.

When Captain Pereira casts off at that emblem and heads his trim new dragger out for the grounds, he'll always be *doubly* sure of strong, smooth engine performance. *Once*, because his craft is a masterpiece of the shipbuilder's art—and *again* because his engine is powered and protected with all the skill and experience of the oil industry's leader.

PENOLA INC. • 26 BROADWAY • NEW YORK CITY

Capt. Albino M. Pereira, well known skipper of the much talked of "Rio Douro."

Essomarine
REG. U.S. PAT. OFF.
OILS & GREASES

EXPERTS CALL "RIO DOURO" MARVEL OF MODERN DESIGN

Her power plant is a 230 h.p. GN6DR 6-cyl. Cooper-Bessemer Diesel. Speed, 11.5 knots. Dimensions over all — length 96', Beam 20'8", Draft 9'6". Hold capacity approx. 130,000 lbs. Quarters for crew of 12. Radio compass, Fathometer. Fish-handling equipment largely mechanized throughout. Built by Morse Shipbuilding Corp. of Thomaston, Me. and launched Nov. 29th, 1936.

Essomarine lubricants constitute a complete line for use in steam, Diesel or gasoline engines. They are especially adapted to the needs of the fishing trade. Get them through any of the following major companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company, Inc.—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company, Incorporated in Kentucky—Standard Oil Company (Ohio)—Humble Oil and Refining Company—Imperial Oil, Limited (In Canada).

Lunenburg

Fishermen's Union Outlines Four-Point Program

By H. R. Arenburg

AT a meeting attended by a large number of the fishermen of Lunenburg a local fishermen's union was formed.

Resolutions which it is hoped will induce an increase in the prices paid for fish by the wholesalers were endorsed unanimously by the meeting. James Whynacht of Stonehurst, organizer of the first station of the Fishermen's Union under the Fishermen's Federation of Nova Scotia, was elected President, with the following executives: Adam Selig, Stonehurst, Vice-President; Stanley Heckman, Lunenburg, Secretary-Treasurer; Albert Spindler, Feltz South; Andrew Knickle, Blue Rocks; Harris Hyson, Indian Point; Hector Mosher, Lunenburg; and W. P. Potter, Solicitor. W. P. Potter, K.C., representing the fishermen, addressed the meeting and stated that Lunenburg County fishermen were determined upon getting a new deal and had decided the best method to bring this about was the formation of a strong union. A large number of application forms for membership in the union were signed and a charter has been applied for under the Nova Scotia Fisheries Federation Act. Included in the Union will be warehouse workers, dock workers and fish workers who are taxpayers in Lunenburg County. A four point program was outlined:

1. Manning of Nova Scotia fishing vessels by Nova Scotians and limitation of membership in the new organization to persons domiciled in this province.
2. A general increase of at least one-half cent per pound in the price paid to fishermen for their fish.
3. A draw-back concession for exports of salt fish similar to that received by Upper Canadian manufacturing concerns.
4. A duty on all fish coming into Canada to compete with the products of Canadian fishermen.

A resolution instructing the Executive to confer with executives of other stations being established, for the purpose of fixing an increased scale of prices which the buyers would be asked to accept, was passed. The newly elected President, James Whynacht, declared that if the number of Newfoundland fishermen in Nova Scotia increases, in five years you won't be able to go fishing. A resolution was passed urging upon the government that no vessel registered in Newfoundland or owned by residents of Newfoundland be permitted to fit out in Nova Scotian ports or fish out of Nova Scotia. The annual meeting of the Union was fixed as the third Tuesday in September. Immediately after this meeting separate stations were formed at Riverport, LaHave and Cherry Hill. The officers elected at these stations were:

Riverport: Station 102; Simon Hirtle, Lower Kingsburg, President; Joseph Wentzell, Secretary-Treasurer, Riverport; Executive, Harry Ritcey, Edward Creaser, Zelotus Wentzell and Winfred Spindler.

LaHave: Station 103; John Bushen, President; Karl Wagner, Vice-President; Stanley Neal, Secretary-Treasurer; Executive, Angus Corkum, Bradford Haughn, Byron Corkum and Norman Corkum.

Cherry Hill: Station 104; Percy Conrad, Cherry Hill, President; Clifford Whynacht, Vogler's Cove, Vice-President; R. U. Bowers, Vogler's Cove, Secretary-Treasurer; Executive, Everett Smith, Obed Conrad, Cherry Hill; Victor Deal, Leroy Bushen, Broad Cove.

Annual Meeting of Relief Association

The Annual Meeting of the Lunenburg Fishermen's Relief Association was held in the Council Chamber, Lunenburg, with H. R. Arenburg, Chairman of the Board of Commissioners, presiding. The financial report was submitted by the Secretary, M. M. Gardner, showing the affairs of the Association to be in a strong, healthy position, with all partial claims paid in full and all fatal claims capitalized.

New Brunswick

Weir Fishermen Experiencing First Real Boom in Twenty Years

By C. A. Dixon

GREATER preparations than for many years past are being made in the weir fishing industry in Charlotte County.

Increased prosperity in the sardine packing industry on both sides of the international boundary line has proved a powerful incentive for fishermen to invest considerable money in weirs, boats, seines, rope and twine products, etc. It is the first time within two decades that a real boom has taken place in the sardine herring fishery.

Deer Island, in particular, the virtual center of the sardine fishing industry, has enjoyed three successive prosperous seasons, and many new weirs have been and are being built at that place and other islands which comprise the Parish of West Isles. Indian Island, which has had only one weir built on its shores for many years past, although at one time it was an important sardine fishing district, will have five new weirs in 1937, it is reported. The island of Campobello will have nine, which will bring the total number there up to twenty-seven. New weirs will be built at Grand Manan also. At mainland points in Charlotte County other weirs will be built and re-fitted according to present indications. The Passamaquoddy Bay region will therefore be a real hive of industry this Spring as men, boats, scows, and pile drivers go into action as soon as signs of Spring arrive. It is expected that all the sardine canning plants will open for business in the early Spring.

Prospects for Good Fishing Year

Stabilization of prices has enhanced prospects for a good fishing year in New Brunswick, states John F. Calder, Fisheries Supervisor. Attention to the marketing of herring is being given by the people of Grand Manan at the present time, as lobster fishing there is practically over. Through the good work done by the Marketing Board, the fishermen at Grand Manan are getting more satisfactory returns for their herring, Mr. Calder said. Herring taken in the weirs in January were sold to Lubec smoked herring packers. During the first two weeks in January Grand Manan dealers sold 33,000 boxes (18 lbs. each) of smoked herring through the services of the local marketing board—a most unusual sale for the time of year. It is predicted that stocks of smoked fish will be entirely sold out before the 1937 pack is begun.

Good Handlining During January

Grand Manan fishermen reported good handlining in January, the catches consisting mostly of cod. The herring netters did well some days, too, and as high as twenty hogsheads were taken. Sales of the larger herring were made to Lubec and at Grand Manan.

Prince Edward Island

By W. A. MacDonald

PRINCE EDWARD ISLAND lobster fishermen and packers are getting ready for the 1937 season, although the season does not open until May 1st. Some new traps are already being made, new heads are being knitted for repairing the old ones, and rope is being overhauled and made ready.

Association to Extend Operations

Station No. 6 of the P. E. I. Fishermen's Association, having been very successful last year in shipping live lobsters to the Boston market, is preparing to extend its operations in 1937. Having established a reputation for shipping lobsters that are excellent in quality, they are anxious to do even better this season. All shipments went to Conley & Daggett, Boston.

Scallop Bed to Be Investigated

The scallop bed which was discovered last Fall near P. E. I. will be explored this Spring and investigated to a greater extent than was possible during the stormy weather last Fall.

Where-to-Buy Directory

Equipment, Gear, Supplies, Service

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

BATTERIES

Dry Cell

"Eveready": National Carbon Co., 30 E. 42nd St., New York, N. Y.

Storage

*Edison Storage Battery Co., W. Orange, N. J.
**Exide": Electric Storage Battery Co., Philadelphia, Pa.

USL Battery Corp., Niagara Falls, N. Y.
Willard Storage Battery Co., Cleveland, Ohio

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.
National Can Co., 110 E. 42nd St., New York, N. Y.

CLUTCHES

*Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

COLD STORAGES

Quaker City Cold Storage Co., Philadelphia, Pa.
Western Refrigerating Co., 18-20 E. Hubbard St., Chicago, Ill.

CORDAGE MANUFACTURERS
American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.

*Columbian Rope Co., Auburn, N. Y.
New Bedford Cordage Co., 233 Broadway, New York, N. Y.
*Plymouth Cordage Co., North Plymouth, Mass.
*Wall Rope Works, 48 South St., New York.
Whitlock Cordage Co., 46 South St., New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 283 Dorchester Ave., Boston, Mass.

DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL GENERATING SETS

*Bolinders Co., 33 Rector St., New York, N. Y.
Bromfield Manufacturing Co., 211 Northern Ave., Boston, Mass.
F. Van Rossem Hoogendyk, 247 Park Ave., New York, N. Y.

ELECTRICAL EQUIPMENT
Diehl Manufacturing Co., 75 Kneeland St., Boston, Mass.
General Electric Co., Schenectady, N. Y.

ENGINE DEALERS

Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

ENGINE MANUFACTURERS

Diesel Engines

*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
*Bolinders Co., 33 Rector St., New York, N. Y.
*The Buda Co., Harvey, Ill.
*Cooper-Bessemer Corp., Mount Vernon, O.
Electric Boat Co., Groton, Conn.
Fairbanks, Morse & Co., Chicago, Ill.
F. Van Rossem Hoogendyk, 247 Park Ave., New York, N. Y.
The National-Superior Co., Springfield, Ohio.
*Red Wing Motor Co., Red Wing, Minn.
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.
*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

Ford Conversions and Parts

Lehman Marine Engineering Co., 972 Broad St., Newark, N. J.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

Oscar Smith & Sons Co., 3102 C St., Philadelphia, Pa.

Fuel Oil Engines

Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.

Gasoline Engines

*The Buda Co., Harvey, Ill.

Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.

Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

FIRE EXTINGUISHING SYSTEMS

Carbon Dioxide

"C-O-Two": C-O-Two Fire Equipment Co., 560 Belmont Ave., Newark, N. J.

"Lux" and "Lux-O-Matic": Walter Kidde & Co., Inc., 140 Cedar St., New York, N. Y.

FISHING GEAR

The Great Grimsby Coal, Salt and Tanning Co., Ltd., Grimsby, England.

FISH SCALERS

Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FUEL OIL TREATMENT

"Lubal": Gustavo Preston Co., 113 Broad St., Boston, Mass.

Hooks, Fish

"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

"Pflueger Bulldog Brand": Commonwealth Ship Supply Co., 243 Northern Ave., Boston, Mass.

ICE BREAKERS

"Creasey": The Cochrane Corp., 17th and Allegheny Ave., Philadelphia, Pa.

MARINE HARDWARE, LAMPS and SPECIALTIES

Perkins Marine Lamp & Hardware Corp., 1950 Pitkin Ave., Brooklyn, N. Y.

NAUTICAL INSTRUMENTS

Kelvin-White Co., 90 State St., Boston, Mass.

NETS AND NETTING

*The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.

*National Net & Twine Co., 211 Congress St., Boston, Mass.

NET PRESERVATIVES

Cuprinol Inc., 1190 Adams St., Boston, Mass.

Shepherd Chemical Co., Highland Ave., Norwood, Cincinnati, O.

OILS (Fuel, Lubricating, Gasoline)

**"Esmaroline": Penola, Inc., 26 Broadway, New York, N. Y.

*Shell Union Oil Corp., 50 West 50th St., New York, N. Y.

OILED AND RUBBER CLOTHING

D. O. Frost Corp., Gloucester, Mass.

*C. L. Lovig, 601 Main St., Marinette, Wis.

*M. L. Snyder & Son, 1812-72 E. Boston Ave., Philadelphia, Pa.

PAINTS

Henderson & Johnson, Inc., Gloucester, Mass.

*Pettit Paint Co., Jersey City, N. J.

Edw. Smith & Co., Long Island City, N. Y.

*Tarr & Wonson, Ltd., Gloucester, Mass.

PROPELLERS

Columbian Bronze Corp., Freeport, N. Y.

*Hyde Windlass Co., Bath, Me.

Michigan Wheel Corp., Grand Rapids, Mich.

PROPELLER RECONDITIONING

Marine Equipment & Supply Co., 116½ Walnut St., Philadelphia, Pa.

PROPELLER SHAFTS

"Monel Metal": International Nickel Co., 67 Wall St., New York, N. Y.

RADIO DIRECTION FINDERS

Bludworth, Inc., 75 Fifth Ave., New York, N. Y.

RADIO TELEGRAPHS

*Radiomarine Corporation of America, 75 Varick St., New York, N. Y.

RADIO TELEPHONES

Western Electric Co., 195 Broadway, New York, N. Y.

RANGES

"Marine Household": The White-Warner Co., 491 West Water St., Taunton, Mass.

"Shipmate": Stamford Foundry Co., Stamford, Conn.

REDUCTION GEARS

*Morse Chain Co., Marine Division, Detroit, Mich.

REFRIGERANTS

Liquid Carbonic Corp., 3100 S. Kedzie Ave., Chicago, Ill.

RUBBER BOOTS

*M. L. Snyder & Son, 1812-72 E. Boston Ave., Philadelphia, Pa.

SHIPBUILDERS, BOATYARDS

Bath Iron Works Corp., Bath, Me.

*Bethlehem Shipbuilding Corp., Bethlehem, Pa.

Peterson Boat Works, Sturgeon Bay, Wis.

Reed-Cook Construction Co., Boothbay Harbor, Maine.

I. L. Snow Co., Rockland, Me.

SHIP CHANDLERS

*Sherman B. Ruth, 28 Hancock St., Gloucester, Mass.

SIGNALS, Distress

International Flare-Signal Co., Tippecanoe City, Ohio.

STEERING GEAR

The Edson Corp., 49-51 D St., South Boston, Mass.

STEERING GEARS, AIR

Schwarz Marine Co., 516 York St., Manitowoc, Wis.

STERN BEARINGS

*Chapman Products, 166 Thames St., Newport, R. I.

*Hathaway Machinery Co., New Bedford, Mass.

TRANSPORTATION

Fish Forwarding Co., 151 South St., New York, N. Y.

Railway Express Agency, Inc., 230 Park Ave., New York, N. Y.

WIRE BASKETS

Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.

944113 A

Where to Buy Fish

Look up the products you need. The numbers after the items refer to the companies listed below.

- 1—Sea Products, Inc., Box 777, Clearwater, Fla.
- 2—Capt. Tom's Fish Mart, Miami, Fla.
- 3—Feyler's, Inc. (Rodney E. Feyler), Rockland, Me.
- 4—Snow Fisheries Co., 269 Northern Ave., Boston, Mass.
- 5—Portland Fish Co., Portland, Me.
- 6—Isaac Fass, Inc., Portsmouth, Va.
- 7—Mid-Central Fish Co., 1656 Washington St., Kansas City, Mo.
- 8—Warren Fish Co., P. O. Box 1513, Pensacola, Fla.
- 9—W. E. Horner, Jr., Parkertown, N. J.
- 10—Ballard Fish & Oyster Co., Inc., Norfolk, Va.
- 11—Star Fish & Oyster Co., Mobile, Ala.
- 12—Reuther's Sea Food Co., Box 773, New Orleans, La.
- 13—East Coast Fisheries, Inc., 360 W. Flagler St., Miami, Fla.
- 14—Biloxi Canning & Packing Co., P.O. Box 177, Biloxi, Miss.

ALEWIVES:

Nos.: 3, 5, 8

BLUEFISH:

Nos.: 1, 6, 8, 10, 13

BUTTERFISH:

Nos.: 3, 5, 10

CATFISH and BULLHEADS:

Nos.: 7, 12

CLAMS:

Nos.: 3, 4, 5, 9, 11

Canned: 4, 5

COD:

Nos.: 3, 5

Canned: 5

Salted: 3, 4, 5

Smoked: 3, 4, 5

Cod-Liver Oil: 4, 5

CRABS and CRABMEAT:

Nos.: 5, 8, 9, 11, 12

Canned: 4

CROAKERS:

Nos.: 6, 10

CUSK:

Nos.: 3, 5

Salted: 5

FLOUNDERS:

Nos.: 3, 5, 6, 10

FROGS:

Nos.: 2, 7, 8, 11, 12, 13

GRAY TROUT:

No.: 10

GROUPERS:

Nos.: 1, 8, 11

HADDOCK:

Nos.: 3, 5, 11

Salted: 5

Smoked: 3, 4, 5

HAKE:

Nos.: 3, 5, 6

Salted: 4

Smoked: 3, 5

HALIBUT:

No.: 7

HERRING, SEA:

No.: 3

Salted: 4

Smoked: 3, 4, 5

KINGFISH:

Nos.: 1, 2, 8, 10, 13

Canned: 1

LOBSTERS:

No.: 3

Canned: 4

LOBSTERS (So. Crayfish):

Nos.: 2, 8, 11, 12, 13

MACKEREL:

Nos.: 3, 5

Salted: 1, 3, 4, 5

Smoked: 3, 5

Canned: 1, 4, 5

MULLET:

Nos.: 1, 2, 6, 8, 11, 13

Salted: 1, 6, 8

Smoked: 1

OYSTERS:

Greenport Oyster Co., Greenport, L. I., N. Y.
John T. Handy Co., Crisfield, Md.

Narragansett Bay Oyster Co., Providence, R. I.
Also: 3, 6, 7, 8, 10, 11, 12
Canned: 14

POLLOCK:

Nos.: 3, 5

Salted: 3, 4, 5

POMPANO:

Nos.: 1, 2, 7, 8, 11, 12, 13

RED SNAPPER:

Nos.: 1, 8, 11, 13

SALMON:

No.: 7

Smoked: 4

Canned: 4

SARDINES:

Canned: 4

SCALLOPS:

Nos.: 1, 3, 7, 13

SCUP or PORGIES:

Nos.: 6, 8, 10

SEA BASS:

Nos.: 1, 6, 10, 11

SEA BASS (Calif.):

No.: 7

SHAD and SHAD ROE:

Nos.: 6, 10

SHEEPSHEAD, Saltwater:

Nos.: 1, 8

SHRIMP:

Nos.: 7, 8, 10, 11, 12, 14

Cooked and Peeled: 11, 14

Canned: 4, 14

SPANISH MACKEREL:

Nos.: 1, 2, 8, 10, 11, 13

SQUID:

Nos.: 3, 10

SWORDFISH:

Nos.: 3, 5

TUNA, Etc.:

No.: 5

Canned: 4

TURTLES and TERRAPIN:

Nos.: 9, 12, 18

WEAKFISH:

No.: 10

WHITING:

Nos.: 3, 5, 6

Salted: 6

YELLOWTAIL:

Nos.: 1, 13

Where to Ship

These companies are in the market for fish and shellfish.

BOSTON, MASS.

Atwood & Co., Administration Bldg., Fish Pier.
R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

CHICAGO, ILL.

Booth Fisheries Corp., 309 West Jackson Blvd.
H. Grund & Sons, 213 N. Union Ave.
Holmes Fisheries Co., Inc., 171-173 N. Union Ave.
J. A. Klafin, 209 N. Union Ave.
Samuel Wax Fish Co., 9240 Baltimore Ave.

NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.
Sol Broome & Co., 34 Peck Slip.
Chesebro Bros. & Robbins, 1-2-3 Fulton Market.
Eastern Commission Co., 19 Fulton Market.
Lester & Toner, Inc., Fulton Fish Market.
John L. Plock, 146 Beekman St.
South Fish Co., 112-113 Fulton Market.
Frank W. Wilkisson, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

W. Carlton Eacho, Water and Dock Sts.
C. E. Warner Co., Inc., 8 Dock St. Fish Market.

WASHINGTON, D. C.

W. Carlton Eacho, Municipal Fish Market.

CHESEBRO BROTHERS AND ROBBINS, INC. OFFERS SHIPPERS OF FISH IN NORTH AMERICA THE ONLY VOLUME OUTLET FOR ALL KINDS OF FISH IN ANY QUANTITY ★★★ QUICK PAYMENTS ★★★ ACCURATE MARKET INFORMATION ★★★ EFFICIENT HANDLING ★★★ FIFTY YEARS OF UNINTERRUPTED SERVICE TO THE INDUSTRY ★★★ SHIP TO CHESEBRO BROTHERS & ROBBINS, INC. 1-2-3 FULTON MARKET, NEW YORK CITY.

New York

Wholesale Prices at Fulton Fish Market

By J. H. Matthews

Species	Jan. 4-9	Jan. 11-16	Jan. 18-23	Jan. 26-30
Bluefish	.15-.25	.18-.30	.20-.30	.20-.35
Butterfish	.10-.12½	.10-.12	.12½-.16	.14-.16
Codfish, market	.03½-.07	.04-.06	.04½-.07	.05-.06
Codfish, steak	.06-.12½	.06-.10	.06-.12½	.08-.12
Codfish, fillets	.10-.12	.10-.12½	.10-.14	.10-.12½
Croakers	.04-.06	.03-.06	.03-.06	.04-.06
Dabs	.02-.09	.01-.04	.02-.06	.02-.05
Eels	.15-.18	.14-.18	.14-.18	.15-.18
Flounders	.04-.12½	.03-.14	.04-.10	.04-.10
Fluke	.10-.12	.08-.14	.08-.12½	.09-.12
Haddock	.05-.08	.06-.08	.05-.09	.06-.08
Haddock, fillets	.12-.14	.12-.14	.12½-.15	.12-.15
Hake	.04-.06	.04-.06	.04-.06	.04-.06
Halibut (frozen)	.16-.18	.16-.18	.16-.18	.16-.18
Herring	.02-.05	.04-.05	.04-.05	.04-.05
Kingfish	.05-.20	.05-.15	.05-.14	.05-.20
King Mackerel	.08-.12	.10-.14	.06-.12	.07-.10
Mackerel	.08-.10	.08-.10	.07-.10	.07-.10
Mullet	.04-.06	.04-.06	.04-.06	.04-.07
Pollock	.04-.06	.04-.06	.04-.07	.04-.06
Pompano	.38-.50	.35-.45	.40-.50	.40-.50
Red Snapper	.12-.18	.10-.18	.10-.14	.12½-.15
Salmon, Atlantic	.45-.5035	.35-.40
Salmon, Pacific	.16-.20	.16-.18	.16-.18	.16-.18
Scup (Porgies)	.02-.06	.02½-.06	.03-.06	.03-.06
Sea Bass	.07-.14	.05-.12	.06-.12½	.06-.14
Sea Robins	.02-.05	.02-.04	.02-.03	.02-.03
Sea Trout	.10-.16	.10-.18	.10-.18	.12-.25
Shad	.08-.18	.06-.40	.10-.40	.12½-.50
Sheepshead	.08-.10	.07-.10	.07-.10	.08-.10
Skate	.02-.05	.03-.04	.03-.04	.03-.04
Smelts	.10-.25	.08-.25	.08-.25	.08-.25
Sole, grey	.08-.10	.05-.12	.06-.10	.03-.08
Sole, lemon	.10-.14	.06-.14	.07-.10	.07-.10
Striped Bass	.10-.22	.12-.25	.16-.25	.18-.25
Swordfish	.13-.15	.13-.15	.13-.15	.13-.15
Tautog	.06-.10	.06-.09	.07-.10	.08-.10
Tilefish	.05-.07	.04-.07	.04-.05	.04-.06
Tomcod	.03-.04	.02-.05	.02-.04	.02-.04
Weakfish07-.12½	.07-.12½	.12-.22
White Perch	.05-.14	.05-.14	.06-.14	.08-.14
Whiting	.02-.06	.02-.03½	.02-.05	.04-.05
Clams, hard	1.25-1.75	1.25-1.75	1.25-1.75	1.25-1.75
Clams, soft	1.00-1.50	1.00-1.25	1.00-1.25	1.00-1.50
Crabs, hard shell	1.50-2.50	2.00-2.50	2.00-2.50	2.00-3.00
Frogs legs	.70-.80	.50-.80	.50-.60	.50-.75
Crab meat	.20-.55	.30-.45	.30-.50	.30-.50
Lobsters	.40-.50	.40-.50	.40-.50	.40-.50
Lobster meat	.50-.90	.70-.90	.70-.90	.75-.90
Langouste meat	.35-.50	.35-.45	.40-.55	.40-.50
Scallops, bay	2.00-5.00	2.50-5.00	2.50-5.00	2.00-5.00
Scallops, sea	2.00-2.90	2.00-2.25	2.00-2.35	2.00-2.35
Shrimp	.05-.18	.15-.18	.16-.20	.16-.20
Squid	.06-.08	.06-.08	.05-.08	.05-.07

New Officers of Middle Atlantic Fisheries Association

Charles O. Doxsee of Islip, L. I., was elected President of the Middle Atlantic Fisheries Assn. at its annual meeting held last month. Royal Toner and Jerome L. Stewart, both of New York City, were chosen Vice-President and Treasurer, respectively. Directors, all of New York City unless otherwise noted, are W. A. Winant, F. W. Wilkisson, W. H. Cornell, H. B. Robbins, Bert Edwards of East Hampton, Walter Lowe, W. A. Anderson, Michael Liebl, Robert Doxsee of Pt. Lookout; J. E. Treakle, Andrew Radel of South Norwalk, Conn.; Harry McDonnell, Stanley deJ. Osborne, Peter Schaper and John Griek, both of West Sayville.

HYDE PROPELLERS

SALES & SERVICE

HYDE WINDLASS COMPANY, Bath, Maine

Member Marine Propeller Manufacturers Ass'n.

HYDE PROPELLERS

Send for this free booklet "Propeller Efficiency." It will tell you why Hyde Propellers often increase the speed of a boat and always get home safely.

Dealers everywhere carry ample stocks

The Palmer Line includes a complete range of engines from 2 to 150 horsepower. The "all Palmer" built engines are both medium speed and heavy duty. The conversions are designed for high speed operation. Palmer conversions differ from the usual conversions in that they have the real marine cast iron base, redesigned cooling systems and Palmer Gauges. Some of the Palmer

THE PALMER LINE

VT1 - 1-cylinder	2 h.p.	F2 - 2-cylinder	18 h.p.
PNR 1 - 1-cylinder	6 h.p.	F3 - 3-cylinder	25 h.p.
PNR 2 - 2-cylinder	12 h.p.	F4 - 4-cylinder	35 h.p.
PNR 3 - 3-cylinder	18 h.p.	F6 - 6-cylinder	50 h.p.
PNR 4 - 4-cylinder	24 h.p.	NK2 - 2-cylinder	25 h.p.
ZR1 - 1-cylinder	7 h.p.	NK3 - 3-cylinder	35 h.p.
ZR2 - 2-cylinder	18 h.p.	NK4 - 4-cylinder	50 h.p.
ZR3 - 3-cylinder	30 h.p.	NK6 - 6-cylinder	80 h.p.
ZR4 - 4-cylinder	40 h.p.	GW4 - 4-cylinder	80 h.p.

Little Huskie - 4-cylinder . 18 h.p.
Half Huskie - 4-cylinder . 35 h.p.
Big Six - 6-cylinder . 150 h.p.
P. A. L. - cylinder . 40 h.p.
Green Witch - 6-cylinder 150 h.p.
Ford Conversion - 4 cyl . 25 h.p.
Storm King - 6-cylinder . 75 h.p.
PH6 - 6-cylinder . 90 h.p.

PALMER ENGINES

BOLINDERS DIESEL ENGINES

W7-100 hp.

BOLINDERS DIESELS ARE Simple and Easy to Operate

Compare Bolinders Diesel Engines with any other. Note how rugged and simple these engines appear. There are no complicated gadgets and what-nots to get out of order, no array of special knobs and dials and levers. Every device is reduced to its simplest form. When you start a Bolinders it runs by itself without your constant attention. That is why there are over 1,000,000 horsepower in active service throughout the world. And that is why any fisherman who wants power in its simplest, most efficient form should buy a Bolinders. Sizes 6 to 500 hp. Write for details on the size for your boat or service.



BOLINDERS COMPANY, INC.

Office and Showroom: 33 RECTOR STREET, NEW YORK, N.Y.

Safety at Sea and How to Observe It

(Continued from page 8)

destroyed by failure of the air tank. During a spell of calm weather, the tank exploded and blew out the side of the vessel, severely injuring some of the crew. The crew took to the boats and were eventually picked up and brought ashore. Had the failure occurred during heavy weather the consequences would possibly have been different.

One specific instance of a mishap with mechanical equipment during heavy weather is significant. A small sailing vessel with auxiliary power was on her first trip to the banks with her new owner. The owner was a man of lifelong experience in the offshore fishing industry and had two other men with him, also thoroughly experienced. The weather was unsuited to fishing and it became advisable to anchor. Being their first trip in this vessel, the men were not thoroughly experienced with the condition or operation of the gear. Difficulties were experienced with the anchor chain and it became necessary to overhaul considerable of it. Working without lights on deck increased the confusion and the result was that the owner of the vessel sustained a broken leg when caught in the bight of the chain when the anchor was let go. He was taken to his bunk and an effort was made to start the gasoline engine. The engine would not start and it was found that the gasoline supply line from the tank was obstructed. One man had the vessel underway with sail and the other attempted to start the engine. He was working with a lantern and when trying to free the stopped line from the gasoline tank by running a wire through it, the obstruction was removed and the gasoline sprayed from the open end of the line on to the lantern. The vessel was completely afire below in a very few seconds. All three men got into one dory but the progress of the fire made it impossible for them to secure oars, proper clothing, food or water. This occurred off the regular traveled steamer lanes and the men drifted for three days and three nights before they were picked up.

An analysis of this case first showed that even though the men were thoroughly experienced in their calling, they were not experienced in the vessel they were in at the time the trouble occurred. If, when they had purchased this vessel, they had taken time to go through it and overhaul the ground tackle and the machinery they would have found and corrected the defect which resulted in serious injury to one man and the loss of the vessel, and their experience of being adrift in a dory during a severe blow. The anchor chain would have been cleared so that it would overhaul properly and the gasoline line would have been cleared out so that the engine would function.

Rough weather stirs up scale and other foreign matter in gasoline tanks and it is usually during rough weather that trouble is experienced with stoppage of fuel lines.

Another frequent source of difficulty is lack of attention of the man at the wheel. There should be at least two men on deck at all times. Falling asleep at the wheel is inexcusable.

Fishing vessels should at all times carry regulation lights, properly displayed and watched to see that they are lighted. The lights should be of ample power to be visible in accordance with the pilot rules. Higher power lights are advisable, due to the increasing speed of larger vessels. The lights of a small vessel may not be visible to those on the bridge of a fast moving steamer in sufficient time to avoid getting too close to her. It is also advisable to have an electric flashlight handy to illuminate the sails of fishing vessels at the approach of a steamer.

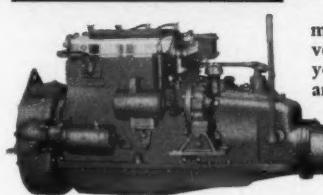
Fog signals of the audible type are at best ineffective. For this reason, fishing vessels with power should be equipped with suitable silencing apparatus in order to give the man on watch, as good an opportunity as possible to observe fog signals of other vessels. A noisy exhaust is not consistent with careful navigation during times of low visibility.

The fog horn, running lights and the anchor light should be gone over every day, cleaned, trimmed and filled. In the case of vessels equipped with electric lighting, a set of spare oil lamps should be provided and maintained in workable condition at all times.

**DON'T RISK
YOUR
*Fishing
Profits***

A boat with an ailing engine puts a "crimp" in the fishing business. There is false economy in powering your boat with an "adapted" engine. While original investment may be low, the work days and profits lost because of engine repairs and high fuel bills makes your "cheap" motor a mighty expensive one. Buda "Silver Crown" Marine Engines are dependable and economical, because they were designed for the exact service conditions your work demands.

Whatever your requirements, there is a Buda "Silver Crown" Engine to serve you best. Nation-wide parts and service stations are ready to serve you promptly.



Buda "Silver Crown" Model HM-205 with reduction gear; 27 H.P. at 1000 RPM to 57 H.P. at 2800 RPM; 4-cylinder, L head type; Bore 3-13-16 in. Stroke 4½ in.; 3 inch, 5 bearing crankshaft drilled for lubrication, 3 inch bearings bronze backed; silchrome steel valves; non-corrosion water pump.

THE BUDA CO.
Marine Engine Division H
HARVEY, (Chicago) ILLINOIS

BUDA  **MARINE ENGINES**
the Fisherman

Also
DIESEL
ENGINES
32-200 H. P.



This Symbol-

on your marine radio equipment is your best guarantee of efficient and unfailing communication service.

**RADIOMARINE CORPORATION
OF AMERICA**

75 VARICK ST., NEW YORK CITY

A Radio Corporation of America Service

Capt. Enoch

says: "THERE are spots on the coast where shipworms will gnaw off a two foot wharfspile in three months! They will eat that solid oak like a kid eats molasses candy! They will gnaw so fast that a steady stream of sawdust goes to looward on the tide night and day! But I never heard of a boat getting wormed when the bottom was protected with Pettit's 'Jersey City' Copper Paint!"

Tide Calendars will be mailed on request

PETTIT PAINT CO., Inc.

Jersey City, N. J.

We have covered the waterfront since 1861

Trawler Repairs and New Construction



Four Trawlers undergoing repairs at Atlantic Works

Conveniently located on Boston Harbor, Bethlehem's FORE RIVER Shipyard and the modern dry docks and repair shops of SIMPSON WORKS and ATLANTIC WORKS offer the fishing industry unsurpassed facilities for the construction, repairing and reconditioning of trawlers.

BETHLEHEM SHIPBUILDING CORPORATION, Ltd.



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General Sales Offices: 25 Broadway, New York

Boston Office, 73 Federal St.

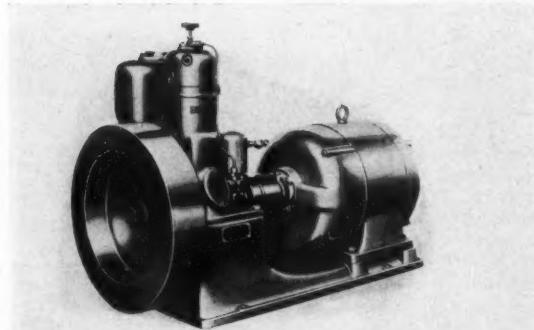


On my way to buy a suit of
Special Fishermen's

OILED OR RUBBER CLOTHING

It's a pleasure to spend money for anything so good. They will not stick, nor will they crack, and the price is so low.

M. L. SNYDER & SON
1812-72 E. Boston Ave. Philadelphia



Bolinders 5 kw., D.C. generator set, one of the Bolinders units on display at the recent New York Motor Boat Show.

KINNEY HAULING CLUTCH
for trawling gear on the
SMALL BOAT



Now made in small sizes. Use the same type of clutch the larger boats use.

Write for information immediately

KINNEY M F G. C O.
3541 Washington St.
BOSTON

Hathaway Machinery Co.

Original
Flax Packed
STERN BEARINGS

New Bedford, Mass.

PLYMOUTH

Under every test of the hardest sort of service, you will find Plymouth always *The Rope You Can Trust*

PLYMOUTH CORDAGE COMPANY

No Plymouth, Mass., Welland, Can
Sister Branches
New York, Chicago, San Francisco,
Cleveland, Baltimore, New Orleans,
Boston, Philadelphia



Monel Propellers by Columbian

A n attractive, four-page bulletin describing Monel propellers has been issued by the Columbian Bronze Corp., Freeport, N. Y. The bulletin tells an interesting story, shows pictures of manufacturing operations, and lists the sizes and prices of both the two-blade and three-blade styles of wheels. Copies of the bulletin may be obtained without charge from Columbian Bronze Corp.

General Seafoods Corp. Orders Type LT Cooper-Bessemers

T HE three new trawlers, *Annapolis*, *West Point* and *Yale*, to be added to the General Seafoods Corporation fleet, will have Cooper-Bessemer Diesels for propulsion and main auxiliary service.

Each trawler will have a Type LT-6 direct-reversing marine Diesel, rated 575 hp. at 250 rpm., and a Type FP-4 Diesel-electric set rated 140 hp. at 450 rpm.

The Type LT Diesel is a new addition to the Cooper-Bessemer line, replacing Type KR, which is smaller, and Type LR, which is larger. All LT engines have a bore and stroke of 15½" x 22", and are made in cylinder combinations of six, seven and eight.

By providing a "dry-base" engine, the builders say that consumption of lubricating oil is held to a minimum, with "crankcase splash" being greatly reduced. The cast base and the centerframe are separate sections, joined on a line with the center of the main bearings.

The connecting rod may be lengthened to increase the compression if ever necessary. Piston pins are full-floating, with bushings in both the eye of the rod and in the piston. Each power-cylinder liner has a positive circulation of water around the very top; water connections between the cylinder block and cylinder heads are external.

Pettit Tide Calendar

A CONVENIENT, pocket-size booklet giving data on high and low tides, sunrise and sunset, has been issued by the Pettit Paint Company, Jersey City, N. J. The figures are for Boston, but a table which lists 23 other ports from Maine to Texas permits easy and quick conversion to these places as well. Copies of the calendar can be obtained free of charge, as long as the supply lasts, by writing to the Company.



Fred C. Becker, left, and J. W. Johnson, right, two popular representatives of the Pettit Paint Co.

N. E. Sportsmen's and Boat Show

AMONG the exhibits of special interest to fishermen at the annual New England Sportsmen's and Boat Show, held from January 30 to February 6 at the Mechanics Building, Boston, were the following.

Essomarine

The Essomarine booth, featuring weird denizens of the deep, products of the imaginations of admirals of the "Seuss Navy", was in charge of W. A. Noyes, advertising manager of the Colonial Beacon Oil Co., and W. F. Nee, Essomarine representative.

Massachusetts Fisheries Association

The Massachusetts Fisheries Association had a very interesting exhibit. Sample seafood dishes were on display and recipe books were presented to all visitors.

Walter H. Moreton Corp.

The Walter H. Moreton Corp. had an attractive display which featured several engines, including Red Wing Arrowhead and Waukesha Hesselman models, several Chrysler motors, a Universal unit, and one of the new 60 hp. Superior Diesel engines.

Thos. T. Parker, Inc.

A feature of the exhibit of Thos. T. Parker, Inc., was an extensive line of Kermath engines, both gasoline and Diesel. This Company has been appointed New England distributor.

Rapp-Huckins Co.

On display at the booth of Rapp-Huckins Co., Inc., was a 95-110 hp. Buda-Lanova Diesel engine, as well as a Tiny-Tim generating plant, manufactured by Continental Motors Corp.

Rapp-Huckins announces the addition to its staff of Caleb H. Johnson, who has been identified with the Diesel engine industry for 14 years.

American Pad & Textile Co.

Products of the American Pad & Textile Co. were displayed, including Ta-Pat-Co life preservers.

Fairweather Joins Red Hand

A. FAIRWEATHER has joined the selling organization of the Red Hand Compositions Co., 1 Broadway, New York City. He has had long experience in the marine paint trade, and will devote his energies to the sale of Red Hand paint specialties.

Seuss Navy Holds Fleet Maneuvers

BOAT owners, builders, celebrities of all kinds, and motor officials—admirals all, in the "Seuss Navy", sponsored by Essomarine—attended the first annual "fleet maneuvers and initiation" held by the Navy at the Hotel Commodore during the recent N. Y. Motor Boat Show. The Navy was formed at the 1936 show. More than 400 attended and for three hours were entertained by a show program directed by Ray Perkins, radio star, as master of ceremonies.

Ray Perkins introduced Russell B. Bedford Jr., chief of shallow-draft sales for Essomarine; Ira Hand, general manager of the Show and secretary of the National Association of Engine & Boat Manufacturers; George W. Sutton, Jr., President of the American Power Boat Association; Wilfrid E. Willis, and Arthur Bray, well-known British motor boat man.

Applications for commissions as admirals have come in from all parts of the country, indicating that the novel idea introduced last year by the Esso Marketers and Esso marine officials has caught on nationally. It is expected that the annual "maneuvers" of the Seuss Navy will be a regular highlight of future shows in New York.

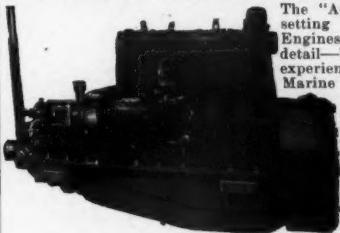


The Plucked Fish, Admiral's rank, official flag of the "Seuss Navy".

OUTSTANDING Value AND PERFORMANCE

RED WING THOROBBED

THE MOTOR WITH POWER TO SPARE



The "Arrowhead Four"—a pace setting value in quality Marine Engines. Modernly styled in every detail—built with the sincerity and experience of 31 years successful Marine Engine manufacture. Compact, sturdy, smooth, quiet, dependable. An all purpose power plant that has won the enthusiastic approval of owners of fast runabouts, cruisers, commercial boats and auxiliaries. Write for facts.

25-45 Hp. 4 Cyl. 4 Cycle.
Bore 3 1/2", Stroke 4 1/2".
Price only \$425.00 complete with electric starter.

RED WING MOTOR COMPANY, Red Wing, Minnesota.

Cut Your Operating Costs with MORSE Reduction Gears



Ideal commercial craft equipment. Insure greater engine and propeller efficiency at lower operating cost. Offered as built-in equipment by leading engine manufacturers. Also sold separately. Write for complete engineering details.

MORSE CHAIN COMPANY
Marine Division
Detroit Michigan
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The Linen Thread Co., Inc.

Gold Medal Cotton Nets and Twines

A. N. & T. Coy Linen Nets

Manila Trawls, Burnham Lines

Sales Offices:

New York	Boston	Gloucester	Baltimore
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BOTTOM PROTECTION
for the
FISHING INDUSTRY since
1863



TARR & WONSON'S
COPPER BOTTOM PAINT

Fish, Boats, Engines, Gear and Supplies

THE MONTH'S BEST BUY

One slightly used GRAY Model "Four-56", 50 hp., Heavy-duty Fish Boat Motor—Large Clutch and Reverse Gear—Double Ignition—Temperature Control—Starter and Generator—**NEW MOTOR GUARANTEE.** A bargain at \$415. Other Fish Boat Motors from \$125 up. Write for list. Describe your boat fully.

GRAY MARINE MOTOR COMPANY

646 Canton Ave., Dept. "B" Detroit, Michigan

One 40 hp. Red Wing engine with reverse gear and one 60 hp. Fairbanks-Morse Diesel engine. Both in good shape. C. Tringali & Sons, Boat Builders, East Boston, Mass.

35 ft. pleasure and fishing boat, ready for engine. Square stern type, 9½ ft. beam, 2½ ft. draft. Newly built. Address A. L. Greene, Hampton Beach, N. H.

Lehman Engine Bulletins

TWO bulletins of interest to the fishing industry have been issued by the Lehman Marine Engine Co., 972 Broad St., Newark, N. J. One is entitled "Lehman Marine Engines for 1937", and gives in condensed form the specifications and prices of the Lehman line. The other is "4-cylinder Bantam Engines for Industrial Purposes", and describes these 5-13 hp. units, designed for electric generation, hoists, air compressors, refrigeration, etc.

New Railway Express Leaflet

COOPERATING with the oyster industry's drive to increase consumption, the Railway Express Agency has issued a two-color, four-page leaflet entitled "Fresh Oysters from the Sea Direct to You." It stresses the value of freshness in increasing sales and gives express rates, directing its message to stores and restaurants.



Ahoy, mates! We're taking no chances on bringing a haul in late. We have standby power that's steady through fair weather and foul. Tough? Our battery is tough as a battleship because it has all-steel construction. It's the Edison Steel-Alkaline Storage Battery ... can't freeze ... 2 to 5 times longer life.

Edison Storage Battery Division of Thomas A. Edison, Inc., West Orange, N. J.

When You Ship FISH, LOBSTERS or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO

R. S. HAMILTON COMPANY

On the Boston Market over 30 Years
17 Administration Building Fish Pier, Boston, Mass.

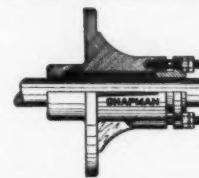
SHERMAN B. RUTH SHIP CHANDLER

Complete Line of Fishermen's Supplies Including
WALL ROPE PFLUEGER HOOKS
HENDERSON & JOHNSON PAINTS
UNION TWINE COMPANY'S TARRED LINES

Complete stock carried on hand at all times

28 Hancock St.

Gloucester, Mass.



If You Desire to Cut Maintenance Costs and Improve Operation
Use the

Chapman Flax Packed Stern Bearings

Sold by reliable dealers everywhere

Manufactured by

CHAPMAN PRODUCTS

Newport, R. I.

If your dealer does not have them, ask him to order for you. He will be glad to do so. Do not accept substitutes.

RUBBER CLOTHING

Ask For Them By Name

"FISHERMAN'S FRIEND" BRAND

Sold by Reliable Dealers Everywhere

Manufactured by

C. L. LOVIG - - MARINETTE, WIS.

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